

CITY OF TEMPE DEVELOPMENT REVIEW COMMISSION

Meeting Date: 12/13/2016

Agenda Item: 6

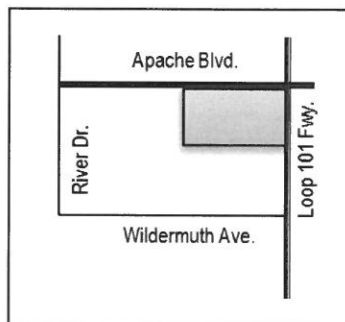
ACTION: Request for a Zoning Map Amendment from CSS TOD and R-4 TOD to MU-4 TOD, a Planned Area Development Overlay, and a Development Plan Review for a new four- and five-story, mixed-use development containing 202 units and commercial uses for METRO 101 (PL160362), located at 2177 East Apache Boulevard. The applicant is Huellmantel & Affiliates.

FISCAL IMPACT: While this ordinance change does not directly impact revenue, the planned development will result in collection of the standard development fees, calculated according to the approved fee structure at the time of permit issuance.

RECOMMENDATION: Approve, subject to conditions

BACKGROUND INFORMATION: METRO 101 (PL160362) is a proposed four- and five-story, mixed-use development containing 202 dwelling units and 2,269 square feet of commercial space. The request includes the following:

1. Zoning Map Amendment from CSS TOD (Commercial Shopping and Services, Transportation Overlay District) and R-4 (Multi-Family Residential General) TOD to MU-4 (Mixed-Use, High Density) TOD.
2. Planned Area Development Overlay to establish development standards for a new mixed-use project with a density of 47 du/ac, a maximum building height of 67', maximum 27% lot coverage, minimum 19% landscape area, defined building setbacks, and reduced parking setback.
3. Development Plan Review including site plan, building elevations, and landscape plan.



Existing Property Owners	Thomas E. and Susan J. Leach Trust Level Twelve Investments, LLC Apache Ventures, LP
Future Owner	Metro 101, LP
Applicant	Charles Huellmantel, Huellmantel & Affiliates
Zoning District (current/proposed)	CSS TOD & R-4 TOD / MU-4 TOD
Net site area	4.31 acres
Density / Number of Units	47 du/ac / 202 units (no standard)
Unit Types	20 studio 93 one bedroom 89 two bedroom
Total Building Area	203,610 s.f.
Lot Coverage	27% (no standard)
Building Height	60' to parapet, 67' to staircase (no standard)
Building Setbacks	8'-3" front (Apache), 127'-8" street side (Price), 138'-8" west side, 68'-10" rear (south) (0' min., 20' max.)
Parking Setback	20' min. Apache, 20' min. Price, 15' min. northeast corner (20' min. required along streets)
Landscape area	19% (no standard)
Vehicle Parking	274 spaces (264 min. required, 330 max. allowed)
Bicycle Parking	196 spaces (196 min. required)

ATTACHMENTS: Ordinance, Development Project File

STAFF CONTACT(S): Karen Stovall, Senior Planner (480) 350-8432

Department Director: Chad Weaver, Community Development Director

COMMENTS:

This 4.3 acre site is located at the southwest corner of Apache Boulevard and Price Road and is adjacent to the light rail line running along Apache. The site is surrounded on the north (across Apache Boulevard) by commercial and mixed-use development; to the south by single- and multi-family residential; to the west by commercial; and to the east by the Loop 101 Freeway.

This site is within the Apache Boulevard Redevelopment Area, which permits a reduction in development fees up to fifty (50) percent for qualifying projects. The applicant intends to submit evidence that this project will qualify as Workforce Housing in order to receive a fee reduction. Tempe defines Workforce Housing as follows: at least 15% of the housing units developed for, offered to, and leased or sold to households whose gross annual income is greater than 100% of the AMI (Area Median Income) but does not exceed 120% AMI, or 10% of the housing units developed for, offered to, and leased or sold to households whose gross annual income is greater than 80% AMI but does not exceed 100%.

This request includes the following:

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2. Planned Area Development Overlay to establish development standards for a new mixed-use project with a density of 47 du/ac, a maximum building height of 67', maximum 27% lot coverage, minimum 19% landscape area, and defined building setbacks.
3. Development Plan Review including site plan, building elevations, and landscape plan.

The applicant is requesting the Development Review Commission provide recommendations to City Council for items one through three listed above.

For further processing, the applicant will need approval for an Amended Subdivision Plat, to combine the individual lots into one.

PRELIMINARY SITE PLAN REVIEW

- June 29, 2016: First Preliminary Site Plan Review was completed for site plan only. Plan identified 201 units and no commercial component. Comments made by staff included: need for commercial use if project is rezoned to MU-4; relocate surface parking behind the buildings and comply with maximum setbacks along both street frontages; consider photovoltaic canopies for surface parking areas; provide a traffic impact study; provide 8' sidewalks; contact Arizona Department of Transportation about project and driveway on Price Road; and requirement for a second SPR submittal.
- August 3, 2016: Second Preliminary Site Plan Review was completed. Plans identified 201 units and 175 square feet of commercial. Comments made by staff included: size of commercial area is not acceptable to consider project mixed-use; design lacks pedestrian scale and ground floor activity along Apache; provide variation in building heights; recess or shade windows; incorporate variety of materials and colors on three buildings; use decorative materials on all elevations; locate surface parking behind the buildings; provide a minimum 8' wide unobstructed pedestrian path along both streets; no structures or trees are allowed within easements; stagger perimeter walls/fences; install security cameras (or at a minimum, the wiring for cameras) with the initial building construction so conduit will be interior to the walls; and present project to Citizens for a Vibrant Apache Corridor (CVAC).
- September 28, 2016: Third Preliminary Site Plan Review was completed. Plans identified 202 units and 2,269 square feet of commercial area. Staff comments included: trees and refuse enclosure may not be located within easements; if horizontal railing is proposed, design top with inward curve to prevent climbing over rail; use reveals (not just control joints) on wall planes to break up flat massing; and replace fabric awnings with metal awnings at perimeter elevations;
- November 2, 2016: Formal application was submitted, and a fourth Site Plan Review was completed. Comments made

by staff included: plans show the refuse enclosure and trees within easements; provide additional detail in storefront at pedestrian level; plans do not identify overall height, including rooftop projections; incorporate reveals into building design (not only control joints); comply with the min. 20' parking setback; and parking canopies do not comply with Building Code requirements for area or setback from property lines;

PUBLIC INPUT

On October 12, 2016, the applicant voluntarily met with Citizens for a Vibrant Apache Corridor (CVAC) to discuss the project. The applicant reports that the CVAC members made comments pertaining to: inclusion of the project in the Tempe Crime Free Multi-Family Housing program, on-site retention, concern with the building setback along Apache, request to use solar panels, the layout of the pool, and Housing and Urban Development (HUD) vouchers.

A neighborhood meeting was held on November 9, 2016. No one from the public attended the meeting. The applicant's public involvement summary is attached.

PROJECT ANALYSIS

CHARACTER AREA PLAN

This project site is located within the boundaries of the Apache Character Area Plan. The plan encourages projects that recognize the diversity of the community, are unique, incorporate public art, provide appropriate transitions between existing neighborhoods and new developments, engage pedestrians, and create destinations through mixed-use design and public amenities. The proposed development will comply with the following Character Area principles:

- *Landscape Treatments:* plans incorporate plants listed in the Historic Plant Palette, including Chinese Evergreen Elm, Chaste Tree, Sweet Acacia, Arizona Ash, and Texas Sage. Trees interior to the site include Japanese Loquat, Citrus, and Crape Myrtle
- *Shade:* buildings incorporate metal and fabric shade canopies above windows and balconies. A portion of the sidewalk along Apache, north of Building 3, will be detached from the curb, allowing the sidewalk to be shaded by both the building and trees.
- *Streetscapes:* Apache right-of-way permits pedestrian, bicyclist, transit and motorist use; detached sidewalk zone along a portion of Apache separates vehicle/pedestrian traffic, complies with minimum 8-foot clear path requirement, and includes landscaping in pots and seating to soften building edges at entrances.
- *Pedestrian Scale:* ground floor commercial opportunities promote street activity and shade is provided by landscaping along the majority of the Apache street frontage.

ZONING

The majority of the site is currently zoned CSS TOD with an approximate 15-foot wide strip of land along the south property line that is zoned R-4 TOD. The CSS zoning district permits a residential density up to 20 dwelling units per acre (du/ac), subject to Use Permit approval. Properties with CSS zoning and within the TOD may have a density up to 25 du/ac, also subject to Use Permit approval. The proposed zoning district, MU-4 TOD, has no maximum density; the density is set by the associated PAD, which would allow up to 47 du/ac.

The current General Plan land use and density categories of Mixed-Use, High Density (up to 65 du/ac) indicate that this area of the city is expected to intensify to allow increased residential density along a public transit corridor. The existing zoning districts do not permit a mix of land uses or densities that comply with the current General Plan density category. A Zoning Map Amendment to MU-4 is required to comply, and the proposal will conform to the existing General Plan land use and density map designations.

Section 6-304 C.2. Approval criteria for Zoning amendment (*in italics*):

1. *The proposed zoning amendment is in the public interest*, because it will permit an increase in residential density along the public transit corridor.
2. *The proposed zoning amendment conforms with and facilitates implementation of the General Plan*, as it is

necessary to implement an increased residential density and mixed land uses as indicated in the plan.

PLANNED AREA DEVELOPMENT

The applicant requests a Planned Area Development (PAD) Overlay consisting of 202 apartment units and 2,269 square feet of commercial area with a maximum building height of 67 feet, including all roof structures. The combined building area is 203,610 square feet. The table below shows a comparison of the development standards for the CSS TOD and the proposed MU-4 TOD PAD.

METRO 101 – PAD Overlay			
Standard	CSS TOD (Corridor Area)	PROPOSED MU-4 (PAD)	Change
Residential Density (du/ac)	25	47	Increase
Building Height (feet) [Exceptions, see Section 4-205(A)]			
Building Height Maximum	35'	60' (parapet) / 67' (roof structures)	Increase
Building Height Step-Back Required Adjacent to SF or MF District [Section 4-404, Building Height Step-Back]	Yes	Yes	--
Maximum Lot Coverage (% of net site area)	75%	27%	Decrease
Minimum Landscape Area (% of net site area)	25%	19%	Decrease
Setbacks (feet) (a) [Exceptions, see Section 4-205(B)]			
Front (Apache Blvd.)	0' min. / 10' max	8'-3" min / 20' max	Increase
Parking	20'	20'	--
Side (west)	0'	138'-8"	Increase
Street Side (Price)	0'	127'-8"	Increase
Street Side Parking	20'	20'	--
Rear (south)	10'	68'-10"	Increase
Parking at northeast corner of site	20'	15'	Decrease

The proposed density, building height, lot coverage, and landscape area are appropriate for the site. The proposed 67-foot building height (maximum 60 feet to parapet) will exceed the heights of existing buildings on adjacent properties but should be expected for higher density developments along the light rail corridor. Adequate ground-level open space is designed into the project.

The applicant has submitted a letter requesting Option B to conform to the requirements of the Transportation Overlay District chapter of the ZDC (see attached). Option B permits a project that generally conforms to the intent of the TOD, while not meeting the literal standards of the TOD chapter. The project does not comply with the following design standards along Price Road:

- Maximum building setback of 20 feet for at least fifty percent of the length of the ground floor street-facing façade.
- Provide parking behind buildings.
- Provide a primary building entrance not more than 20 feet from the sidewalk.
- Provide pedestrian and transit patron amenities.
- Provide 33% full shade on public sidewalks.
- Provide a minimum 20-foot parking setback (reduced at northeast corner of site only).

The applicant believes that the location of the site adjacent to Price Road, which serves as an access road to the Loop 101 Freeway, presents a challenge with issues related to traffic speed, noise, and the lack of walkability of other developments along Price Road to the north and south of the site. These issues make conformance to the MU-4 TOD development standards and the Pedestrian Oriented Design Standards contained within the TOD chapter difficult to accomplish along

Price.

While the standards identified above are not met for the development along Price, all TOD standards are met along Apache. The required eight-foot wide sidewalk is provided, with portions of the sidewalk both within the right-of-way and on private property. Pushing the sidewalk south in front of Building 3, allows it to be detached from the curb, which creates a landscape buffer between east-bound vehicular traffic and pedestrians and creates shade from both the north and south sides of the sidewalk. Additionally, the building setback along Apache accounts for a minimum six-foot wide landscape and amenity area along the entire project frontage, with enhanced paving at primary building entrances.

Parking

The proposed PAD meets the vehicle and bicycle parking requirements of the Zoning and Development Code. Approximately half of the required resident parking spaces will be located within an area secured by access gates. The project provides 274 vehicle parking spaces where only 264 are required. The project provides 196 bicycle parking spaces where 196 are required.

Traffic

A traffic impact study (TIS) was provided by the applicant and approved by the Public Works Department. The executive summary is included as an attachment.

Section 6-305 D. Approval criteria for P.A.D. (*in italics*):

1. *The development fulfills certain goals and objectives in the General Plan and the principles and guidelines of other area policy plans. Performance considerations are established to fulfill those objectives.* The development fulfills the goals of the General Plan by increasing the residential density through the development standards in order to comply with the projected residential density. The project incorporates commercial components to satisfy the mixed-use land use designation. Several of the Apache Character Area design principles have been addressed. The applicant intends for this project to qualify as Workforce Housing. This addresses Housing Goal 7 of the Housing Element of the Land Use and Development Chapter of the General Plan 2040: Support affordable housing initiatives and work with other public and private non-profit agencies through site acquisition and development activities.
2. *Standards requested through the PAD Overlay district shall take into consideration the location and context for the site for which the project is proposed.* The requested development standards take the site context into consideration. Sufficient setbacks are provided along perimeter property lines to buffer the proposed residential uses but also encourage a more pedestrian-friendly atmosphere along the Apache street frontage.
3. *The development appropriately mitigates transitional impacts on the immediate surroundings.* Significant building setbacks are provided on the west and south sides of the project. The plan also provides landscape buffers along the west and the majority of the south property lines, adjacent to existing commercial and residential uses.

DEVELOPMENT PLAN REVIEW

Site Plan

The 4.31 acre site is located at the southwest corner of Price Road and Apache Boulevard. The plans identify one five-story building (Building 1) and two four-story buildings (Buildings 2 and 3). Vehicular access is provided by one driveway off of Apache and one off of Price. All vehicle parking is within surface parking lots that wrap the three buildings on the west, east, and south. The majority of parking spaces are covered with shade canopies, and the parking areas immediately south and east of the buildings are controlled by access gates.

Building Elevations

The building design is contemporary with flat roofs and parapets to screen rooftop mechanical equipment. Building 1 is 60 feet to the top of parapet and 67 feet to the top of stair tower. Building 2 is 48'-6" to the top of parapet. Building 3 is 55'-6" to top of parapet and includes a mezzanine along the north elevation that will appear as a fifth floor along Apache. The majority of the buildings are finished with medium sand finished stucco that is painted in shades of gray, brown, and off-white. Ground face concrete block veneer is used up to the second or third levels of all elevations that face the perimeter of the site.

The elevations show lines that are noted as one-quarter of an inch (1/4") control joints. In order to guarantee that these lines are visible wall details, a stipulation is included to require that these lines are also reveals. Steel awnings are used above windows that face the perimeter of the site, and fabric awnings are used above interior-facing windows. The balcony railing is proposed to be woven wire mesh painted Wild Mustang (dark brown). To ensure the durability of the railing, a condition has been included to require powder coating of the wire instead of painting. The ground-level commercial portions of Buildings 1 and 3 have storefront windows with either translucent glass or divided window panes to provide visual interest at the pedestrian level.

Landscape Plan

On-site landscaping totals 19 percent. The design incorporates a comfortable pedestrian environment at the perimeter of the buildings along Apache, as required by the Transportation Overlay District. This includes a landscape buffer with shade trees and detached sidewalk along approximately half of the Apache street frontage. Benches and bike racks are also included along Apache, near the commercial entrances. Proposed plant types are appropriate for the desert and include many of the plants from the Historical Plant Palette in the Apache Character Area Plan, including Chinese Evergreen Elm, Sweet Acacia, and Chaste Tree.

Section 6-306 D Approval criteria for Development Plan Review (*in italics*):

1. *Placement, form, and articulation of buildings and structures provide variety in the streetscape; buildings are designed with variation in materials, colors, fenestration, and wall planes. The design provides variety in the streetscape.*
2. *Building design and orientation, together with landscape, combine to mitigate heat gain/retention while providing shade for energy conservation and human comfort; canopies and balcony overhangs provide shade for windows and balconies. Landscaping adjacent to sidewalks and building locations will provide shade for human comfort.*
3. *Materials are of a superior quality, providing detail appropriate with their location and function while complementing the surroundings; materials provide detail appropriate with their location and function.*
4. *Buildings, structures, and landscape elements are appropriately scaled, relative to the site and surroundings; although higher than other buildings directly adjacent to the site, new developments in this area of the light rail corridor are encouraged to incorporate increased building heights to accomplish increased residential density. Significant setbacks are provided from adjacent developments. The building design and landscaping along Apache are appropriate relative to the expected pedestrian use of Apache*
5. *Large building masses are sufficiently articulated so as to relieve monotony and create a sense of movement, resulting in a well-defined base and top, featuring an enhanced pedestrian experience at and near street level; building design consists of a well-defined base and top with enhanced details at the pedestrian level. Variation is provided in wall planes, materials, colors, and building height to relieve monotony.*
6. *Building facades provide architectural detail and interest overall with visibility at street level (in particular, special treatment of windows, entries and walkways with particular attention to proportionality, scale, materials, rhythm, etc.) while responding to varying climatic and contextual conditions; architectural details are appropriate to the scale and context of the development. Design elements include ground face block veneer and architectural details shade windows, balconies, and entrances.*
7. *Plans take into account pleasant and convenient access to multi-modal transportation options and support the potential for transit patronage; along Apache, the project conforms to the pedestrian oriented design standards of the Transportation Overlay District, including maximum/minimum building setbacks, location of building entrances, ground floor windows, street-facing façades, pedestrian amenities, and sidewalk, landscape, open space, and shade standards. This design will support transit patronage.*
8. *Vehicular circulation is designed to minimize conflicts with pedestrian access and circulation, and with surrounding residential uses; vehicular and pedestrian circulation routes are clearly delineated and separated from one another.*

9. *Plans appropriately integrate Crime Prevention Through Environmental Design principles such as territoriality, natural surveillance, access control, activity support, and maintenance; the design complies with CPTED principles.*
10. *Landscape accents and provides delineation from parking, buildings, driveways and pathways; areas are delineated with the required landscape for the project, identifying usable pedestrian areas and paths.*
11. *Signs have design, scale, proportion, location and color compatible with the design, colors, orientation and materials of the building or site on which they are located; not applicable.*
12. *Lighting is compatible with the proposed building(s) and adjoining buildings and uses, and does not create negative effects. All lighting will comply with code requirements.*

REASONS FOR APPROVAL:

1. The project meets the General Plan Projected Land Use and Projected Residential Density for this site.
2. With the exception of the project design along Price Road, the project will meet the development standards required under the Zoning and Development Code. The applicant has submitted a letter that requests conformance with the TOD Chapter through Option B and explains how the project otherwise meets the intent of the overlay.
3. The PAD overlay process was specifically created to allow for greater flexibility, including flexible building heights, lot coverage, landscaping, and setbacks.
4. The proposed project meets the approval criteria for a Zoning Amendment, Planned Area Development Overlay, and Development Plan Review.

Based on the information provided and the above analysis, staff recommends approval of the requested Zoning Amendment, Planned Area Development, and Development Plan Review. This request meets the required criteria and will conform to the conditions.

ZONING AMENDMENT AND PLANNED AREA DEVELOPMENT CONDITIONS OF APPROVAL:

EACH NUMBERED ITEM IS A CONDITION OF APPROVAL. THE DECISION-MAKING BODY MAY MODIFY, DELETE OR ADD TO THESE CONDITIONS.

General

1. A building permit application shall be made within two years of the date of City Council approval or the zoning of the property may revert to that in place at the time of application. Any reversion is subject to a public hearing process as a zoning map amendment.
2. The property owner(s) shall sign a waiver of rights and remedies form. By signing the form, the Owner(s) voluntarily waive(s) any right to claim compensation for diminution of Property value under A.R.S. §12-1134 that may now or in the future exist, as a result of the City's approval of this Application, including any conditions, stipulations and/or modifications imposed as a condition of approval. The signed form shall be submitted to the Community Development Department no later than 30 days from the date of City Council approval, or the Zone Map Amendment and Planned Area Development approval shall be null and void.
3. The Planned Area Development Overlay for Metro 101 shall be put into proper engineered format with appropriate signature blanks and kept on file with the City of Tempe's Community Development Department within sixty (60) days of the date of City Council approval and prior to issuance of building permits.

DEVELOPMENT PLAN REVIEW CONDITIONS OF APPROVAL:

General

1. Except as modified by conditions, development shall be in substantial conformance with the site plan and building elevations dated November 11, 2016 and landscape plan dated November 30, 2016. Minor modifications may be reviewed through the plan check process of construction documents; major modifications will require submittal of a Development Plan Review.
2. An amended Subdivision Plat is required for this development and shall be recorded prior to issuance of building permits.
3. The development shall prepare, at the time of initial building permits, gray shell commercial space for tenant leasing. The permit submittal shall include: adequate roof space, evidence of roof structural support, and internal set lines for future adequate commercial space air conditioning (HVAC).

Site Plan

4. Provide service locations as shown on the site plan for both refuse and recycling collection and pick-up on the property. Coordinate the storage areas for refuse and recycling containers with the overall site and landscape layout.
5. If a service yard or mechanical yard (cooling tower/generator) is incorporated into the design, provide yard walls that are at least 8'-0" tall as measured from adjacent grade and are at least the height of the equipment being enclosed, whichever is greater. Verify height of equipment and mounting base to ensure that wall height is adequate to fully screen the equipment. Locate electrical service entrance sections inside the service yard.
6. Provide gates of steel vertical picket, steel mesh, steel panel or similar construction. Where a gate has a screen function and is completely opaque, provide vision portals for visual surveillance. Provide gates of height that match that of the adjacent enclosure walls. Review gate hardware with Building Safety and Fire staff and design gate to resolve lock and emergency ingress/egress features that may be required.
7. Provide upgraded paving at each driveway, as shown on the site plan, consisting of integral colored unit paving. Extend this paving in the driveway from the right-of-way line to 20'-0" on site and from curb to curb at the drive edges. From sidewalk to right-of-way line, extend concrete paving to match sidewalk.
8. Utility equipment boxes for this development shall be finished in a neutral color (subject to utility provider approval) that compliments the coloring of the buildings.
9. Place exterior, freestanding reduced pressure and double check backflow assemblies in pre-manufactured, pre-finished, lockable cages (one assembly per cage). If backflow prevention or similar device is for a 3" or greater water line, delete cage and provide a masonry or concrete screen wall following the requirements of Standard Detail T-214.
10. Shade canopies for parking areas:
 - a. Provide an 8" fascia for the canopy structure.
 - b. Maximum 75% light reflectance value shall apply to the top of the canopy.
 - c. Relate canopy in color and architectural detailing to the buildings.
 - d. Conceal lighting conduit in the folds of the canopy structure and finish conduit to match.

Floor Plans

11. Exit Security:
 - a. Provide visual surveillance by means of fire-rated glazing assemblies from stair towers into adjacent circulation spaces.

Building Elevations

12. The materials and colors are approved as presented:

Building 1

Primary stucco – Dunn Edwards – Muslin DE6227
Secondary stucco – Dunn Edwards – Wild Mustang DEA161
Accent stucco – Dunn Edwards – Abstract White DE6232
Accent stucco – Dunn Edwards – Tavern Creek DEA166
Accent stucco – Dunn Edwards – Deepest Sea DE5825
Accent stucco – Dunn Edwards – Calico Rock DE6229
Steel awnings – Dunn Edwards – Spirit Mountain DE5795
Top steel awning – Dunn Edwards – Carrot Cake DE5230

Building 2

Primary stucco – Dunn Edwards – Calico Rock DE6229
Secondary stucco – Dunn Edwards – Deepest Sea DE5825
Tertiary stucco – Dunn Edwards – Abstract White DE6232
Accent stucco – Dunn Edwards – Wild Mustang DEA161
Accent stucco – Dunn Edwards – Muslin DE6227
Steel awnings – Dunn Edwards – Carrot Cake DE5230
Steel awnings – Dunn Edwards – Spirit Mountain DE5795
Fabric awnings – Sunbrella – Tresco Ginger 4697-0000
Fabric awnings – Sunbrella – Sapphire Blue 4641-0000
Top steel awning – Dunn Edwards – Wild Mustang DEA161

Building 3

Primary stucco – Dunn Edwards – Wild Mustang DEA161
Secondary stucco – Dunn Edwards – Calico Rock DE6229
Tertiary stucco – Dunn Edwards – Abstract White DE6232
Accent stucco – Dunn Edwards – Deepest Sea DE5825
Accent stucco – Dunn Edwards – Muslin DE6227
Steel awnings – Dunn Edwards – Spirit Mountain DE5795
Steel awnings – Dunn Edwards – Carrot Cake DE5230
Fabric awnings – Sunbrella – Tresco Ginger 4697-0000
Fabric awnings – Sunbrella – Sapphire Blue 4641-0000
Top steel awning – Dunn Edwards – Spirit Mountain DE5795
Top steel awning – Dunn Edwards – Carrot Cake DE5230
Windows at commercial storefront, noted as “Translucent Glass” – Light grey tint

Buildings 1, 2, & 3

Synthetic stucco – medium sand finish
Ground face CMU – Trendstone – Black Mountain
Balcony railing – 1" x 1" woven wire mesh – Dunn Edwards – DEA161 Wild Mustang
Window frames – anodized bronze
Glazing – clear

Provide primary building colors and materials with a light reflectance value of 75 percent or less. Additions or modifications may be submitted for review during building plan check process.

13. The color applied to the woven wire mesh balcony railing shall be powder coated, not painted.
14. The stucco control joints (elevation note I) shall also be noted as reveals. Reveals shall be a minimum one-quarter of an inch (1/4") deep and a minimum one-quarter of an inch (1/4" wide).
15. Provide secure roof access from the interior of the building. Do not expose roof access to public view.

16. Conceal roof drainage system within the interior of the building at walls visible from the perimeter of the project. On interior, courtyard facing walls, external drainage systems are permitted.
17. Incorporate lighting, address signs, and incidental equipment attachments (alarm klaxons, security cameras, etc.) where exposed into the design of the building elevations. Exposed conduit, piping, or related materials is not permitted.
18. Locate the electrical service entrance section (S.E.S.) inside the building or in a location not visible from public right-of-way.

Lighting

19. Illuminate building entrances and underside of open stair landings from dusk to dawn to assist with visual surveillance.

Landscape

20. Arterial street trees shall be a minimum of 36" box specimens and a minimum of 1 ½" caliper trunk.
21. Irrigation notes:
 - a. Provide dedicated landscape water meter.
 - b. Provide pipe distribution system of buried rigid (polyvinylchloride), not flexible (polyethylene). Use of schedule 40 PVC mainline and class 315 PVC ½" feeder line is acceptable. Class 200 PVC feeder line may be used for sizes greater than ½". Provide details of water distribution system.
 - c. Locate valve controller in a vandal resistant housing.
 - d. Hardwire power source to controller (a receptacle connection is not allowed).
 - e. Controller valve wire conduit may be exposed if the controller remains in the mechanical yard.
22. Include requirement to de-compact soil in planting areas on site and in public right of way and remove construction debris from planting areas prior to landscape installation.
23. Top dress planting areas with a rock or decomposed granite application. Provide rock or decomposed granite of 2" uniform thickness. Provide pre-emergence weed control application and do not underlay rock or decomposed granite application with plastic.
24. Trees shall be planted a minimum of 16'-0" from any existing or proposed public water or sewer lines. The tree planting separation requirements may be reduced from the waterline upon the installation of a linear root barrier, a minimum of 6'-0" parallel from the waterline, or around the tree. The root barrier shall be a continuous material, a minimum of 0.08" thick, installed 0'-2" above finish grade to a depth of 8'-0" below grade. Final approval subject to determination by the Public Works, Water Utilities Division.

Addressing

25. Provide address signs on the building elevations facing the street to which the property is identified.
 - a. Conform to the following for building address signs:
 - 1) Provide street number only, not the street name
 - 2) Compose of 12" high, individual mount, metal reverse pan channel characters.
 - 3) Self-illuminated or dedicated light source.
 - 4) Coordinate address signs with trees, vines, or other landscaping, to avoid any potential visual obstruction.
 - 5) Do not affix numbers or letters to elevation that might be mistaken for the address.
 - b. Utility meters shall utilize a minimum 1" number height in accordance with the applicable electrical code and utility company standards.
 - c. Provide one address sign on the roof of the building. Orient sign to be read from the south.
 - 1) Include street address number in 6'-0" high characters on one line and street name in 3'-0" high characters on a second line immediately below the first.
 - 2) Provide high contrast sign, either black characters on a light surface or white characters on a black field that is painted on a horizontal plane on the roof. Coordinate roof sign with roof membrane so membrane is not compromised.

- 3) Do not illuminate roof address.

CODE/ORDINANCE REQUIREMENTS:

THE BULLETED ITEMS REFER TO EXISTING CODE OR ORDINANCES THAT PLANNING STAFF OBSERVES ARE PERTINENT TO THIS CASE. THE BULLET ITEMS ARE INCLUDED TO ALERT THE DESIGN TEAM AND ASSIST IN OBTAINING A BUILDING PERMIT AND ARE NOT AN EXHAUSTIVE LIST.

SITE PLAN REVIEW: Verify all comments by the Public Works Department, Community Development Department, and Fire Department given on the Preliminary Site Plan Review. If questions arise related to specific comments, they should be directed to the appropriate department, and any necessary modifications coordinated with all concerned parties, prior to application for building permit. Construction Documents submitted to the Building Safety Division will be reviewed by planning staff to ensure consistency with this Design Review approval prior to issuance of building permits.

DEADLINE: Development plan approval shall be void if the development is not commenced or if an application for a building permit has not been submitted, whichever is applicable, within twelve (12) months after the approval is granted or within the time stipulated by the decision-making body. The period of approval is extended upon the time review limitations set forth for building permit applications, pursuant to Tempe Building Safety Administrative Code, Section 8-104.15. An expiration of the building permit application will result in expiration of the development plan.

STANDARD DETAILS:

- Access to Tempe Supplement to the M.A.G. Uniform Standard Details and Specifications for Public Works Construction, at this link: <http://www.tempe.gov/city-hall/public-works/engineering/standards-details> or purchase book from the Public Works Engineering Division.
- Access to refuse enclosure details DS116 and DS118 and all other Development Services forms at this link: <http://www.tempe.gov/city-hall/community-development/building-safety/applications-forms>. The enclosure details are under Civil Engineering & Right of Way.

BASIS OF BUILDING HEIGHT: Measure height of buildings from top of curb at a point adjacent to the center of the front property line (per PAD, Apache Blvd.)

COMMUNICATIONS:

- Provide emergency radio amplification for the combined building and garage area in excess of 50,000 sf. Amplification will allow Police and Fire personnel to communicate in the buildings during a catastrophe. Refer to this link : <http://www.tempe.gov/home/showdocument?id=30871>. Contact the Information Technology Division to discuss size and materials of the buildings and to verify radio amplification requirements.
- For building height in excess of 50'-0", design top of building and parapet to allow cellular communications providers to incorporate antenna within the building architecture so future installations may be concealed with little or no building elevation modification.

WATER CONSERVATION: Under an agreement between the City of Tempe and the State of Arizona, Water Conservation Reports are required for landscape and domestic water use for the non-residential components of this project. Have the landscape architect and mechanical engineer prepare reports and submit them with the construction drawings during the building plan check process. Report example is contained in Office Procedure Directive # 59. Refer to this link: www.tempe.gov/modules/showdocument.aspx?documentid=5327. Contact Public Works Department, Water Conservation Division with questions regarding the purpose or content of the water conservation reports.

HISTORIC PRESERVATION: State and federal laws apply to the discovery of features or artifacts during site excavation (typically, the discovery of human or associated funerary remains). Contact the Historic Preservation Officer with general questions. Where a discovery is made, contact the Arizona State Historical Museum for removal and repatriation of the items.

POLICE DEPARTMENT SECURITY REQUIREMENTS:

- Refer to Tempe City Code Section 26-70 Security Plans.
- Design building entrances to maximize visual surveillance of vicinity. Limit height of walls or landscape materials, and design columns or corners to discourage ambush.
- Maintain distances of 20'-0" or greater between a pedestrian path of travel and any hidden area to allow for increased reaction time and safety.
- Follow the design guidelines listed under appendix A of the Zoning and Development Code. In particular, reference the CPTED principal listed under A-II Building Design Guidelines (C) as it relates to the location of pedestrian environments and places of concealment. Provide method of override access for Police Department (punch pad or similar) to controlled access areas including pool, clubhouse or other gated common areas.
- Provide a security vision panel at service and exit doors (except to rarely accessed equipment rooms) with a 3" wide high strength plastic or laminated glass window, located between 43" and 66" from the bottom edge of the door.

TRAFFIC ENGINEERING:

- Provide 8'-0" wide public sidewalk along arterial roadways, or as required by Traffic Engineering Design Criteria and Standard Details.
- Construct driveways in public right of way in conformance with Standard Detail T-320. Alternatively, the installation of driveways with return type curbs as indicated, similar to Standard Detail T-319, requires permission of Public Works, Traffic Engineering.
- Correctly indicate clear vision triangles at both driveways on the site and landscape plans. Identify speed limits for adjacent streets at the site frontages. Begin sight triangle in driveways at point 15'-0" in back of face of curb. Consult Intersection Sight Distance memo, available from Traffic Engineering if needed www.tempe.gov/index.aspx?page=801. Do not locate site furnishings, screen walls or other visual obstructions over 2'-0" tall (except canopy trees are allowed) within each clear vision triangle.

FIRE:

- Clearly define the fire lanes. Ensure that there is at least a 20'-0" horizontal width, and a 14'-0" vertical clearance from the fire lane surface to the underside of tree canopies or overhead structures. Layout and details of fire lanes are subject to Fire Department approval.
- Provide a fire command room(s) on the ground floor of the building(s). Verify size and location with Fire Department.

CIVIL ENGINEERING:

- An Encroachment Permit or License Agreement must be obtained from the City for any projections into the right of way or crossing of a public utility easement, prior to submittal of construction documents for building permit.
- Maintain a minimum clear distance of twenty-four (24) feet between the sidewalk level and any overhead structure.
- Underground utilities except high-voltage transmission line unless project inserts a structure under the transmission line.
- Coordinate site layout with Utility provider(s) to provide adequate access easement(s).
- Clearly indicate property lines, the dimensional relation of the buildings to the property lines and the separation of the buildings from each other.
- Verify location of any easements, or property restrictions, to ensure no conflict exists with the site layout or foundation design.
- 100 year onsite retention required for this property, coordinate design with requirements of the Engineering Department.

SOLID WASTE SERVICES:

- Enclosure indicated on site plan is exclusively for refuse. Construct walls, pad and bollards in conformance with standard detail DS-116 or DS-118.
- Contact Public Works Sanitation Division to verify that vehicle maneuvering and access to the enclosure is adequate. Refuse staging, collection and circulation must be on site; no backing onto or off of streets, alleys or paths of circulation.

- Develop strategy for recycling collection and pick-up from site with Sanitation. Roll-outs may be allowed for recycled materials. Coordinate storage area for recycling containers with overall site and landscape layout.
- Gates for refuse enclosures are not required, unless visible from the street. If gates are provided, the property manager must arrange for gates to be open from 6:00am to 4:30pm on collection days.

PARKING SPACES:

- Verify conformance of accessible vehicle parking to the Americans with Disabilities Act and the Code of Federal Regulations Implementing the Act. Refer to Building Safety ADA Accessible Parking Spaces Marking/Signage on Private Development details.
- At parking areas, provide demarcated accessible aisle for disabled parking.
- Distribute bike parking areas nearest to main entrance(s). Provide parking loop/rack per standard detail T-578. Provide 2'-0" by 6'-0" individual bicycle parking spaces. One loop may be used to separate two bike parking spaces. Provide clearance between bike spaces and adjacent walkway to allow bike maneuvering in and out of space without interfering with pedestrians, landscape materials or vehicles nearby.

ZONING AND DEVELOPMENT CODE:

- Specific requirements of the **Zoning and Development Code (ZDC)** are not listed as a condition of approval, but will apply to any application. To avoid unnecessary review time and reduce the potential for multiple plan check submittals, become familiar with the ZDC. Access the ZDC through www.tempe.gov/zoning or purchase from Community Development.

LIGHTING:

- Design site security light in accordance with requirements of ZDC Part 4 Chapter 8 (Lighting) and ZDC Appendix E (Photometric Plan).
- Indicate the location of all exterior light fixtures on the site, landscape and photometric plans. Avoid conflicts between lights and trees or other site features in order to maintain illumination levels for exterior lighting.

LANDSCAPE:

- Prepare an existing plant inventory for the site and adjacent street frontages. The inventory may be prepared by the Landscape Architect or a plant salvage specialist. Note original locations and species of native and "protected" trees and other plants on site. Move, preserve in place, or demolish native or "protected" trees and plants per State of Arizona Agricultural Department standards. File Notice of Intent to Clear Land with the Agricultural Department. Notice of Intent to Clear Land form is available at www.azda.gov/ESD/nativeplants.htm. Follow the link to "applications to move a native plant" to "notice of intent to clear land".

SIGNS: Separate plan review process is required for signs in accordance with requirements of ZDC Part 4 Chapter 9 (Signs). Refer to www.tempe.gov/signs.

DUST CONTROL: Any operation capable of generating dust, include, but not limited to, land clearing, earth moving, excavating, construction, demolition and other similar operations, that disturbs 0.10 acres (4,356 square feet) or more shall require a dust control permit from the Maricopa County Air Quality Department (MCAQD). Contact MCAQD at <http://www.maricopa.gov/aq/>.

HISTORY & FACTS:

2151 E. Apache Boulevard

1958-1986	Property record cards show various permits and inspections for Motel Collett motel and trailer park.
July 23, 1986	Occupancy changed from R-3 Residence to B-2 Office.
November 22, 2004	Board of Adjustment approved a Use Permit to allow a vehicle sales and rental business for

TRISON (BA040211), located at 2151 E. Apache Blvd.

2163 E. Apache Boulevard

1962-1963 Property record cards show various permits issued for Painted Desert Mobile Homes, Inc. and Shake & Steak, located at 2163 and 2177 E. Apache Blvd.

2165-2169 E. Apache Boulevard

November 11, 1981 Board of Adjustment approved a Use Permit to allow a used car sales/auction facility for TRI CITY AUTO CENTER (A-81-11.6), located at 2165 E. Apache Blvd.

July 25, 1984 Board of Adjustment approved a Use Permit to operate a motor vehicle sales facility for LONE STAR AUTO SALES (A-81-11.6), located at 2165 E. Apache Blvd.

April 24, 1985 Board of Adjustment approved the request to modify a condition stipulated as part of the Board of approval of a Use Permit approved on July 25, 1984 for LONE STAR AUTO SALES (A-81-11.6), located at 2165 E. Apache Blvd.

April 1, 1987 Design Review Board approved the request for signage by G AND G AUTO BROKERS (DR-87.52), located at 2165 E. Apache Blvd.

April 23, 1987 City Council approved the request to appeal the Design Review Board conditions #7 and #9 for G AND G AUTO BROKERS (DR-87.52), located at 2165 E. Apache Blvd.

February 24, 1988 Board of Adjustment approved a Use Permit to allow an automobile car auction facility for G AND G AUTO BROKERS (A-87.11-11), located at 2165 E. Apache Blvd.

August 19, 2003 Hearing Officer approved a Use Permit to allow the sale of recreational vehicles, trailers, and automobiles for THE AUTO OUTLET OF ARIZONA INC. d.b.a. ACTION AUTO BUYERS INC. (BA030185), located at 2165 E. Apache Blvd.

2177 E. Apache Boulevard

October 6, 1971 Design Review Board approved a sign for LUVIES MEXICAN KITCHEN (DR-71.81), located at 2177 E. Apache Blvd.

February 7, 1973 Design Review Board approved a sign for ROSITA'S MEXICAN KITCHEN (DR-71.81(a)), located at 2177 E. Apache Blvd.

2181-2183 E. Apache Boulevard

1958-1968 Property record card shows permits issued for RIVERS BOAT MART – MCDONALD CAMPER KITS.

December 16, 1968 Board of Adjustment approved a variance to extend a non-conforming use to construct a service shop and showroom addition (A-68.12.3) at 2183 E. Apache Blvd.

November 18, 1971 Board of Adjustment approved a variance to extend a non-conforming use at 2181-2183 E. Apache Blvd.

ZONING AND DEVELOPMENT CODE REFERENCE:

Part 5, Chapter 6, Transportation Overlay District
Section 6-304, Zoning Map Amendment
Section 6-305, Planned Area Development (PAD) Overlay districts
Section 6-306, Development Plan Review

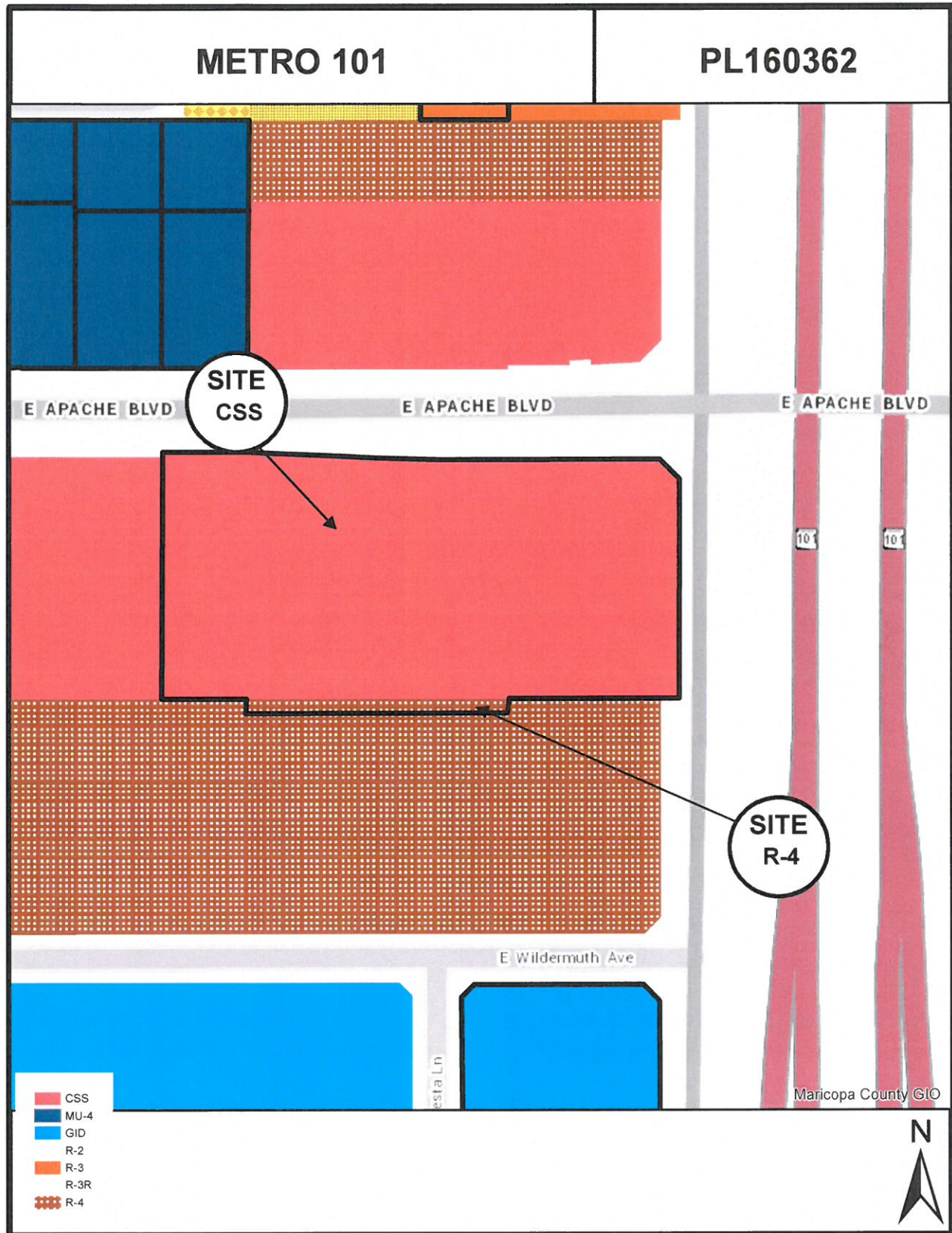
DEVELOPMENT PROJECT FILE

for
METRO 101
(PL160362)

ATTACHMENTS:

1. Location Map
2. Aerial
- 3-18. Letter of Explanation
- 19-21. Letter requesting TOD Option B
- 22-24. Proposed PAD for Metro 101
25. Site Plan
26. Refuse Site Plan
- 27-28. Landscape Plans
29. Site Parking & Sidewalk Shade Study
30. Site Lighting Plan
- 31-33. Blackline Building Elevations
- 34-36. Colored Building Elevations
37. Balcony Railing Detail
- 38-40. Building Sections
- 41-43. Floor Plans
44. Unit Plans
45. Solar Shade Study

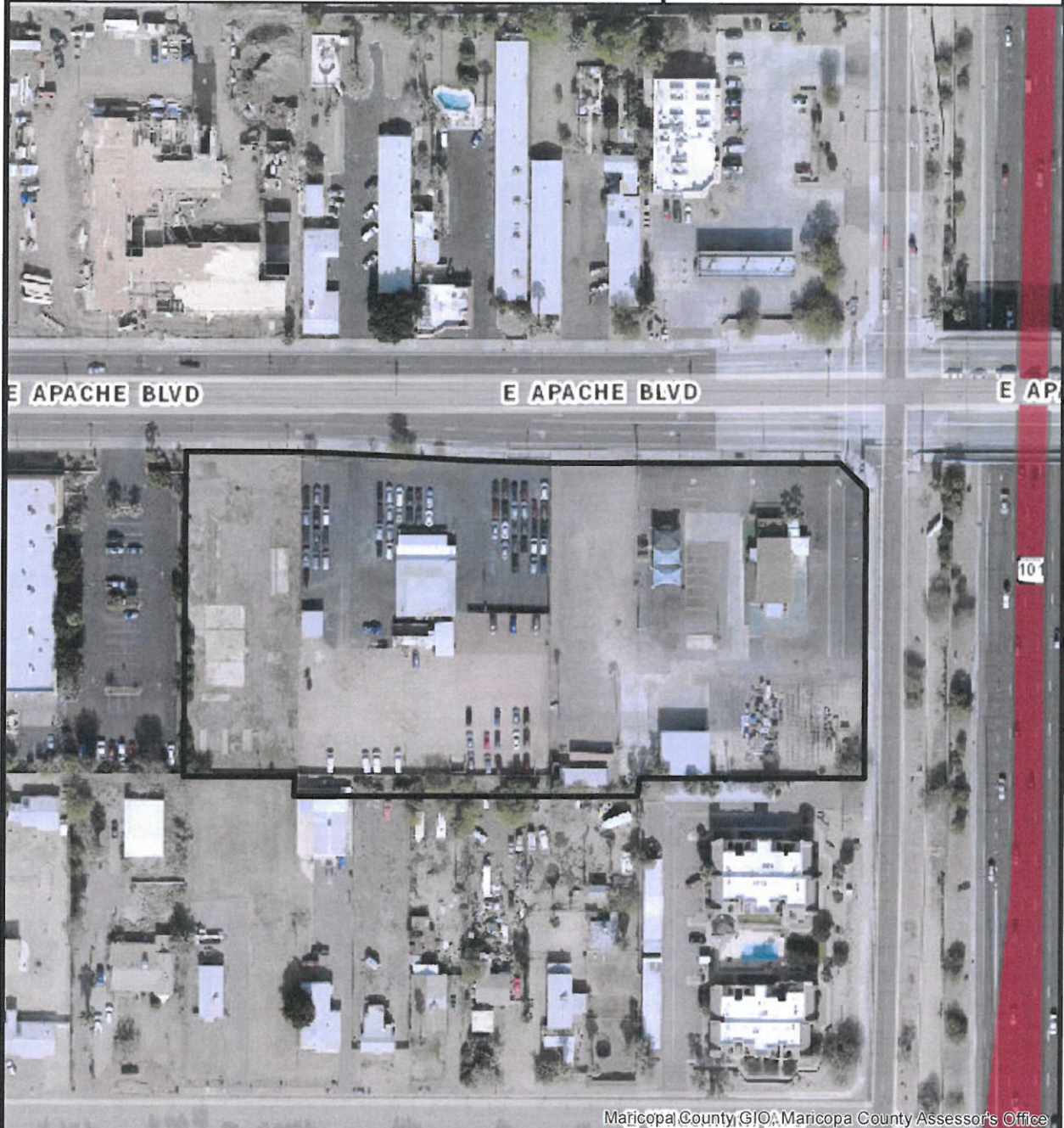
- 46-50. Material Sample Boards
- 51. Street view along Apache
- 52-54. Renderings
- 55. Context Site Plan
- 56-58. Photos
- 59-60. Traffic Impact Analysis Executive Summary
- 61-62. Public Involvement Final Report Summary for Neighborhood Meeting and CVAC Meeting



Location Map

METRO 101

PL160362



Maricopa County GIO, Maricopa County Assessor's Office

Aerials2016



Aerial Map

ATTACHEMENT 2



METRO 101

ZONING MAP AMENDMENT, PAD OVERLAY AND DEVELOPMENT PLAN REVIEW

SOUTHWEST CORNER OF APACHE BOULEVARD AND PRICE ROAD
PL160362
2177 EAST APACHE BOULEVARD



HUELLMANTEL
AFFILIATES

P.O. Box 1833 - Tempe, Arizona 85280-1833 – 480.921.2800 - charles@huellmantel.com

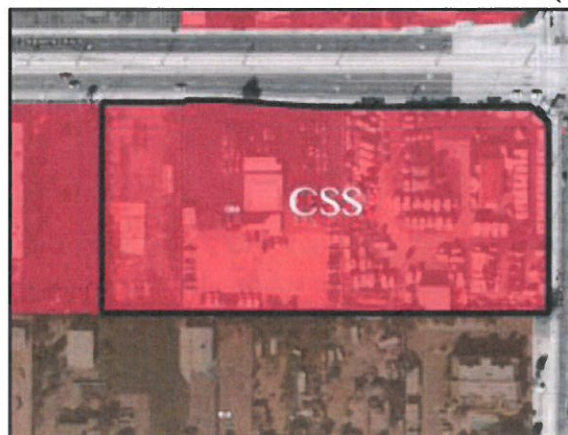
SUMMARY

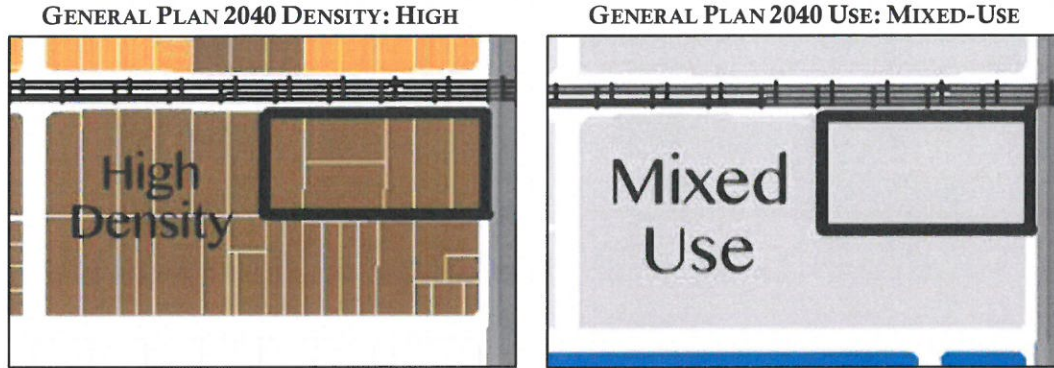
Meyer Development & Construction Services, Ltd is proposing to re-develop the 4.31 acres of land located on the southwest corner of Apache Boulevard and Price Road, just west of the Loop 101 freeway as highlighted in blue on the image below:



The proposed project would anchor the eastern end of the Apache Boulevard corridor and further facilitate the ongoing transformation of this critical corridor that has long suffered from deteriorating conditions. The site consists of both developed and vacant parcels (APNs: 133-02-003B, 133-02-002A, 133-02-004B, 133-02-005A, 133-02-008, and 133-02-001A) in the Commercial Shopping and Services (CSS) zoning district and within the TOD Overlay (Corridor Area). The current existing use on the developed parcels is an auto storage and rental facility which is incompatible with the TOD Corridor zoning district. The existing General Plan 2040 Projected Density is High Density (up to 65 du/ac) and the General Plan 2040 Projected Use is Mixed-Use.

ZONING DISTRICT: COMMERCIAL SHOPPING AND SERVICES (CSS) (TOD)





Meyer Development is requesting a Zoning Map Amendment from CSS (TOD) to MU-4 (TOD), a Planned Area Development Overlay in order to set the development standards in the MU-4 District, and a Development Plan Review through the formal submittal process.

Meyer Development is proposing to construct a mixed-use project that would comprise of three buildings ranging from 4 to 5 stories containing 202 multifamily residential units and 2,269 square feet of mixed uses. The requested density is 47 dwelling units per acre and the residential component of the project would offer a variety of studio, one- and two-bedroom plans types providing new, much needed workforce housing within this area of Tempe and in the Apache Boulevard Redevelopment Plan area.

ZONING MAP AMENDMENT

Meyer Development is requesting a Zoning Map Amendment for its proposed Metro 101 project from Commercial Shopping and Services (CSS) to High Density Mixed-Use (MU-4). We believe that this is an appropriate zoning category for these parcels as the General Plan 2040 Projected Use is Mixed-Use and the General Plan 2040 Projected Density is High, allowing for up to 65 dwelling units per acre. The Metro 101 development is proposing approximately 47 dwelling units per acre, which requires an amendment to the zoning category, from CSS to MU-4. Additionally, the amendment to the zoning category is in conformance with the voter approved General Plan 2040:

LAND USE AND DEVELOPMENT

LAND USE GOALS

Metro 101 will fulfill some of the Land Use and Development goals set in the General Plan 2040 as follows:

LU₁: Establish development of multiple hubs with higher density cores serving the surrounding neighborhoods as its mixed-use urban activity center.

The Metro 101 development will meet this Land Use goal by providing high density housing in an underdeveloped part of the city on what are currently a number of vacant or underdeveloped lots. The location of Metro 101 will provide new residents access to the Valley Metro light rail and the Price 101 Freeway without driving additional traffic into the TOD. Additionally, the proposed development will also feature shade structures both on the building and over the sidewalk along Apache Boulevard which will create walkways that are shaded and conducive to pedestrian and bicycle use.

LU₂: Promote land use patterns that encourage long-term sustainability.

The six underdeveloped infill parcels making up the Metro 101 site will be redeveloped into a mixed-use residential community that also provides 2,269 square feet of commercial or office space. The development will encourage alternative behaviors by its residents that will be less reliant on automobile usage. Some residents will take advantage of the on-site services provided by the tenants of the mixed-use space. Other residents will use the Valley Metro light rail due to the close proximity of the Price Road station and, as other properties are also redeveloped to TOD standards, Metro 101's residents will increase pedestrian activity within its neighborhood through linked networks of shaded sidewalks along Apache Boulevard.

LU₄: Encourage a balanced community with a diversity of uses and employment opportunities.

Metro 101 will support this goal by developing parcels of land that have been vacant or underdeveloped. Also, by constructing the mixed-use project, Meyer Development will be able to offer employment opportunities and future neighborhood services that will aide in creating a more balanced community. By locating residents within close proximity to light rail and freeway transportation infrastructure and neighborhood services, Metro 101's residents will support the ongoing use of these assets as well as supporting other nearby local businesses.

LU₆: *Promote compact, efficient infill development.*

The development of Metro 101 fulfills this Land Use Strategy by allowing for an infill development which provides much needed workforce housing at this prominent location within the Apache Boulevard corridor. The density proposed is what is allowed by the General Plan 2040 Density Map and put residents close to multi-model transportation options.

LU₉: *Promote neighborhood enhancement and livability.*

As an anchor to Tempe's eastern end of Apache Boulevard, Metro 101 will help revitalize this section of the corridor through its own extensive improvements and by encouraging further re-development in what has been a long overlooked area. Additionally, providing new commercial opportunities within the development will benefit neighboring residents while placing new residents within walking distance of alternative transportation options will support the investment in this infrastructure. Revitalizing these parcels is an important step to promoting reinvestment and livability within this neighborhood.

LU₁₀: *Ensure that new development will be consistent with general plan goals and objectives.*

The proposed Metro 101 development is consistent with both the General Plan 2040 Use and Density. Additionally, Metro 101 will help the City of Tempe achieve many goals and objectives in the General Plan 2040.

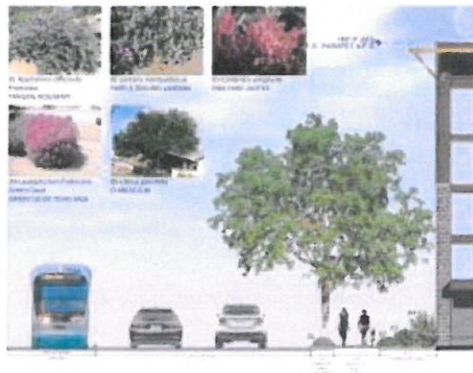
COMMUNITY DESIGN GOALS

CD₁: *Create recognizable and usable "places".*

Metro 101 will ensure this goal by using landscaping, shading and building design to make Apache Boulevard a more walkable and bikable urban environment. The proposed landscaping, pedestrian amenity areas and shade structures will enhance what is now a barren section of Apache Boulevard and also provide much needed shade for alternative transportation users.

CD₄: *Encourage and enhance pedestrian movement.*

The development of the currently underutilized and mostly vacant parcels for the Metro 101 project will also develop a pedestrian friendly environment in the Transportation Overlay District (TOD).



As the image above shows, the pedestrian environment along Apache Boulevard is currently inhospitable, barren and unshaded. Metro 101 will feature many

different tree and plant species – Chinese Elm and Chaste Tree will be placed along Apache Boulevard to create shade and the buildings will also feature protruding shade structures that will help shelter pedestrians from the sun. By creating a pedestrian friendly environment along Apache Boulevard, the Metro 101 development will encourage people to walk, be more physically active and lead healthier lifestyles.

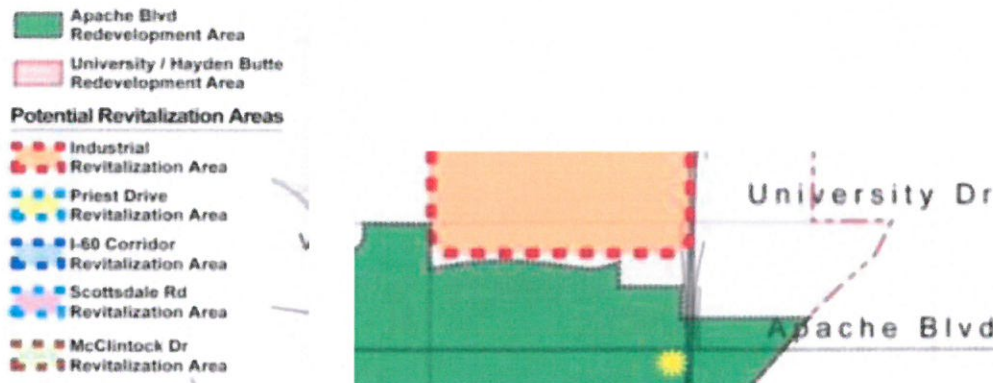
CD7: Encourage mixed-use designs.

The Metro 101 development will be a mixed-use development, consistent with the General Plan 2040 Land Use map. The site is in the TOD – this allows for flexible setback standards along Apache Boulevard. Metro 101 will feature between six foot and twelve foot building setbacks on Apache Boulevard and ground floor retail or office and residential uses. These elements are essential in creating an interesting pedestrian realm and are appropriate for the mixed-use zoning district.

NEIGHBORHOOD PRESERVATION AND REVITALIZATION GOALS

NP3: Promote neighborhood maintenance and enhancement.

The proposed Metro 101 development will be located in the Apache Boulevard Redevelopment Plan Area as shown below as a yellow star on the map:



Metro 101 is consistent with the goals set forth in the Apache Boulevard Redevelopment Plan. The redevelopment of these barren parcels is a significant effort in reinvestment and redevelopment of an area that has been long overlooked. While providing additional residents and neighborhood services, the residents living within Metro101 will also help to sustain other local businesses and the Valley Metro light rail system as well as creating a pedestrian safe and comfortable environment along this portion of Apache Boulevard.

Metro 101 will directly follow the initiatives and objectives set by the Apache Boulevard Redevelopment Plan. The Metro 101 project is located in ZONE TWO of the Redevelopment Area, north of Wildermuth Avenue, west of Price Road. As prescribed by the Redevelopment Plan, many parcels along Apache Boulevard are vacant and should "...be combined with adjacent property to create more developable parcels of land." This is the case of the Metro 101 project – the parcels will be combined with a plat in order to assemble a larger, more usable lot. Additionally, the site is in the "MULTI-FAMILY ZONE"

which calls for additional residential units on Apache Boulevard and the creation of pedestrian corridors. Metro 101 will provide both of these by the nature of the mixed-use building and the addition of landscaping along Apache Boulevard.

ECONOMIC DEVELOPMENT

GROWTH AREA ELEMENT

***RC₁:** Focus mixed use development near rail investments to support reduced transportation costs for residents and, in turn, produce increased transit ridership.*

The Metro 101 mixed-use project is appropriate for this location and helps the City of Tempe meet this objective by being located on the Valley Metro light rail, less than 1,000 feet from the Apache Boulevard and Price Road rail station.

***RC₂:** Create a walkable community enhanced by rail transit.*

The street level experience of Metro 101 will create a shaded, walkable and bikable environment by providing shade structures, pedestrian amenity areas, lush landscaping and pedestrian scaled architecture. The design of the buildings and their placement as well as the choice of landscaping materials will also conform to Crime Prevention Through Environmental Design (CEPTD). This helps ensure safety of pedestrians and residents near and on the property. Overall, Metro 101 will be a well shaded and safe place for pedestrians and residents.

COST OF DEVELOPMENT ELEMENT

***COD₁:** Encourage development that does not exceed planned infrastructure or service capacity.*

The development of Metro 101 will not require a General Plan Use or Density amendment – this indicates that the density of Metro 101, 47 dwelling units per acre, has been expected on these parcels. To further satisfy this objective, Meyer Development will pay the applicable City of Tempe development fees outlined in the Tempe City Code.

CIRCULATION

PEDESTRIAN AND BIKEWAY ELEMENT

***PN₁:** Increase pedestrian accessibility and enhance the pedestrian environment with engaging and interesting experiences for pedestrians.*

Metro 101 has presented an engaging and interesting street frontage plan along Apache Boulevard. Pedestrians and bicyclists will enjoy a detached sidewalk that will provide a landscape buffer from vehicular traffic as well as shade from numerous Evergreen Chinese Elm and Chaste trees that will front Apache Boulevard. Other landscaping along Apache will include Trailing Rosemary, Purple Lantana, Ground Morning Glory and pots that will contain succulents. The frontage of the building will also house bike racks and the retail/commercial portion of the mixed-use development will front Apache Boulevard. On the eastern portion of the Metro 101 property, pedestrians will be shielded from vehicular traffic on Apache by a four-foot landscape strip that will comprise of the Evergreen Chinese Elm street trees, Thundercloud Texas Sage, Damianita Daisy, Autumn Sage and Purple Trailing Lantana. The frontage and small setback of Metro 101 has been designed to encourage pedestrian and bicycle use for both residents of the development and the city as a whole.

TRAVELWAYS ELEMENT

TW₃: Establish guidelines that enhance the land use and transportation connection.

Metro 101 will help the city meet the Travelways Goal by helping to revitalize this area of Apache Boulevard which is not only a significant arterial street, but also a prominent entryway into the City of Tempe from the 101 Freeway with mixed uses, increased pedestrian traffic and enhanced landscaping. Along Apache Boulevard, the General Plan 2040 suggests that the entryways/gateways to the City be improved with landscaping and streetscape aesthetics, which Metro 101 proposes to do by improving the streetscape along its boundaries. Metro 101 will create a unique, shaded environment consisting of shade trees, a detached sidewalk, and architectural features incorporated into the its building facades which will implement the requirements of the TOD while increasing the appeal of Apache Boulevard.

PUBLIC FACILITIES AND SERVICES

SAFETY ELEMENT

FP₁: Prevention of fires and other emergencies through an effective fire code development and management program.

In order to develop the subject parcels for the Metro 101 project, the existing and vacant buildings on the site will be demolished and three new, fire code approved buildings will be constructed. The new buildings will conform to the City of Tempe adopted Building Safety Code and International Fire Code, in addition to other building codes required by the City. The redevelopment of the lots into the Metro 101 property will help minimize fire and safety hazards as old, out of date buildings and uses are replaced with the new development and code conforming construction.

APACHE CHARACTER AREA PLAN

The Metro 101's design takes into consideration the essential characteristics promoted by the Apache Character Area Principles. The goal of this project is to provide high quality workforce housing. The Apache Character Area is not prescriptive, rather it provides a number of guiding principles to be incorporated into new projects. Given the objective that Metro 101 provide high quality work force housing as well as some of the limiting characteristics of the property, some items suggested in the Apache Character Area Plan have not been implemented due to practical limitations or cost concerns. Nevertheless, many of the Apache Character Area Plan Principles are being met as follows:

2: Landscape Treatment

The Historic Plant Palette in the Apache Character Area Plan has been used to guide the landscaping decisions in both the interior and exterior of the site. The plantings in particular within the new planting strips separating the sidewalk from Apache Boulevard will include the Chinese Evergreen Elm and the Chaste Tree – both which will provide visual variation and interest but also, and more importantly, shade. The site will also feature the Japanese Loquat, various Citrus species and the Sweet Acacia, all suggested trees for the Apache Character Area Plan. Additionally, the proposed shrubs include Bougainvillea, Agave, Japanese Privet, Queen's Wreath, Boxwood, Daisies and Rosemary. These plant palette choices, along with other plants that will be on the Metro 101 site, can help promote plant biodiversity through landscaping. The plant palette as a whole will be consistent and contain flowering trees, shrubs and ground cover which the Apache Character Plan suggests will foster community identity in the Apache area.

The Metro 101 development will be in conformance with this Apache Character Area Plan principle. Incorporating architectural metal shade elements into the building design as well as extensive landscaping along Apache Boulevard will provide welcomed shade at the pedestrian level. Additionally, the windows for the residential units will incorporate awnings to aid in shading unit interiors from the afternoon sun.

This aerial photograph shows a city street with a yellow fire hydrant and a black fence. The street is paved with asphalt and has a concrete sidewalk. A black fence runs along the right side of the sidewalk, and a yellow fire hydrant is visible on the sidewalk. The street extends into the distance under a clear blue sky.

The Apache Boulevard streetscape in the area of this site is currently an underdeveloped and underutilized pedestrian opportunity. As part of the Metro 101 construction, Apache Boulevard will be enhanced with a detached sidewalk along a substantial portion of the project's frontage creating an extensive landscape buffer between pedestrians and traffic in order to create a safer and more pleasant environment for all users. Additionally, pedestrian amenity areas featuring upgraded hardscape, potted plants, benches, bicycle parking, and shade trees have been planned at the building entries along Apache Boulevard. These features will help meet the Apache Character Area Plan goal of providing a variety of active and social functions and activate previously fenced off and inaccessible open space.

Metro 101 has been designed to welcome and create interest for pedestrians. The projects architecture incorporates materials such as honed ground faced masonry and features such as floor to ceiling storefront glazing, two story windows and architectural metal elements along with change in planes and coloration to create a pedestrian scale and interest along Apache Boulevard. The masonry alternates between the glass in columns of varying widths and of varying heights to create rhythm and additional horizontal bands of masonry have been added, interspersed with the residential balconies to create negative space and relief within the buildings' facades. Metal balcony railings and window awnings also provide opportunities for accent coloration to enliven the buildings. The 2,269 square feet of commercial / retail / office space that will open onto and front Apache Boulevard and will be articulated with enhanced

hardscaping, potted plants, benches, bicycle parking and shade trees creating meaningful pedestrian amenity areas. All combined, these design elements support uses that will energize street activity, ground floor activity and shade pedestrians, inviting more interest and pedestrian movement.

PLANNED AREA DEVELOPMENT OVERLAY

1. The development fulfills certain goals and objectives in the General Plan, and the principles and guidelines of other area policy plans. Performance considerations are established to fulfill those objectives;

The standards proposed for the Metro 101 development are in conformance with both the General Plan 2040 Projected Use and Projected Density as well as the City of Tempe's TOD Option B standards. The General Plan 2040 Projected Land Use is Mixed-Use and the General Plan 2040 Projected Density is High, which allows for up to 65 dwelling units per acre. The table below summarizes Metro 101's conformance to these standards. The proposed development will include 2,269 square feet of office/retail space that will be broken up into two locations, both fronting Apache Boulevard. Metro 101 will also include 202 dwelling units (291 bedrooms) on approximately 4.3 acres, resulting in a density of 47 dwelling units per acre. The proposed density with this unit mix is well below the General Plan 2040 allowed density of 65 dwelling units per acre.

	CSS (TOD Corridor)	Metro 101 – MU-4 PAD (TOD Corridor)
Building Height	35 Feet	60 Feet
Lot Coverage	75% Maximum	26.52%
Landscape Coverage	25% Minimum	19.36%
Density	25 DU/AC	47 DU/AC
# of Units	---	202
Vehicle Parking Spaces	264 Required	274 Provided
Bicycle Parking Spaces	195 Required	196 Spaces Provided
Setbacks:		
Building Front	0 Feet	8' – 3"
Parking Front	20 Feet	20'
Building Side (East)	0 Feet	127' – 8"
Building Side (West)	0 Feet	138' - 8"
Building Rear	0 Feet	68' – 10"
Parking Side (East)	20 Feet	22'
Parking Side (West)	NA	151' – 9"

2. Standards requested through the PAD Overlay District shall take into consideration the location and context for the site for which the project is proposed;

The standards proposed for the Metro 101 development are in conformance with both the General Plan 2040 Use and Density maps. The project's proposed PAD standards are appropriate for the site's location. The Apache Boulevard Redevelopment Plan outlined this area for transit oriented development that ties underutilized, vacant lots together into larger site, which is what Metro 101 is proposing to do. The height, density, number of units and proposed vehicular and bicycle parking are also appropriate due to the site's location on the Valley Metro light rail and the Price 101 Freeway. Although the site is close to the light rail, it is still miles from Downtown Tempe or Downtown Mesa – a majority of the residents living in this development will still require cars and the vehicular parking spaces provided will allow for residents to access school, work and neighborhood services by using the freeway.

The rezoning of the site from CSS to MU-4 is also an appropriate measure in order to meet the density and uses specified in the General Plan 2040. Due to several site constraints, CSS zoning for this site is not an appropriate category, allowing for only 20 dwelling units per acre which is not in conformance with General Plan 2040 Projected Density of High. By rezoning the site to MU-4, we are also required to create a PAD Overlay, to establish zoning standards. These standards are listed in the table above, along with the CSS (TOD Corridor) for comparison purposes.

3. The development appropriately mitigates transitional impacts on the immediate surroundings.

The site for Metro 101 is situated on the southwest corner of Apache Boulevard, a main arterial transportation corridor that includes the Valley Metro light rail line and on Price Road, which serves as a southbound frontage road to the 101 Freeway. The surrounding property include the 101 Freeway to the east, Circle K and a new, high-density, low income residential project directly across Apache Boulevard, a few single-family residential parcels and a multi-family development to the south and the Haji-Baba Wholesale Food Distribution store directly to the west. It should be noted that many of the single-family residential parcels to the south are either non-owner occupied, are vacant or unoccupied. The site will feature approximately ten foot setbacks on Apache in conformance with the TOD's maximum setback requirements allowing residents to easily access Apache Boulevard and the Valley Metro light rail. The eastern building setbacks are much larger to mitigate the noise associated with the freeway and the building setbacks to the west and south are also generous to reduce any potential adverse impact on the neighboring uses.

DEVELOPMENT PLAN REVIEW

Metro 101 will conform to the following standards of the Zoning and Development Code Criteria, Section 6-306D as follows:

1. Placement, form, and articulation of buildings and structures provide variety in the streetscape;

The placement of the buildings on the site provide variety while also seeking to comply with the City's TOD maximum setback, standards encouraging building presence along Apache Boulevard. The three buildings are of different heights ranging from fronting 56-feet to 60-feet along Apache Boulevard and a third building, which faces east, that will be approximately 49 feet tall. Instead of one massive building, Metro 101 features three buildings that allow for variety, enclosure for the central resident amenity space and to accommodate the limited vehicular circulation access points on the site. The resulting effect creates form and articulation variety in the streetscape. These elements, along with varied materials, colors and extensive landscaping will create an interesting and attractive presence which will be seen along both Apache Boulevard and Price Road.

2. Building design and orientation, together with landscape, combine to mitigate heat gain/retention while providing shade for energy conservation and human comfort;

The development has been oriented to maximize the building frontage along Apache Boulevard while also providing appropriate separation from the freeway. The northern and southern faces of the building are larger and longer and consequently will have less sun exposure than the eastern and western sides of the building, which are shorter in part due to the site's shallow depth. The eastern and western facades of the buildings will be shaded by Desert Willow trees and Fan Tex Ash trees, both of which will help block direct sun and heat. The buildings will also feature energy efficient dual pane, low-e tinted windows with awnings to reduce heat gain from the afternoon sun as well as to add visual interest.

3. Materials are of a superior quality, providing detail appropriate with their location and function while complementing the surroundings;

The project's architecture incorporates accent materials such as honed ground faced masonry and features such as floor to ceiling storefront glazing, two story windows and architectural metal elements along with changes in planes and coloration to create variation and interest. The masonry alternates between the glass in columns of varying widths and of varying heights to create rhythm and additional horizontal bands of masonry interspersed with the residential balconies create negative space and relief within the buildings' facades. Metal balcony railings and window awnings also provide opportunities for accent coloration to enliven the buildings.

Additionally, the honed ground faced masonry will be used for solid screen walls and view fencing along the project's northern and eastern perimeter.

4. Buildings, structures, and landscape elements are appropriately scaled, relative to the site and surroundings;

The Metro 101 buildings are proposed to be four and five stories in height. The surrounding uses are varied yet going through change. A large four story affordable housing complex is under construction on the north side of Apache Boulevard at 2148 East Apache Boulevard and the Tempe City Council recently approved the Eastline Village complex – a seven story mixed-use development on the same side of Apache Boulevard as Metro 101, at 2025 East Apache Boulevard. The Price 101 Freeway and the uses directly south are single family

residential along Wildermuth Drive, although some of these residences are currently vacant. The Metro 101 is located along the northern portion of the parcels, on Apache Boulevard to not only provide separation from the single family uses to the south but to also provide residents easy access to the Valley Metro light rail.

The proposed landscaping elements will also be appropriately scaled for a four to five story building. Metro 101 will be 60 feet in height. The proposed street trees along Apache Boulevard, the Chinese Elm Evergreen, which can grow to be approximately 40 to 50 feet tall and the Chaste Tree can grow to approximately 25 feet tall have variation and will be relative to both the building scale and pedestrian scale of Apache.

5. Large building masses are sufficiently articulated so as to relieve monotony and create a sense of movement, resulting in a well-defined base and top, featuring an enhanced pedestrian experience at and near street level;

Metro 101 will use a variety of colors including blue, brown, tan, blue, white and gold to create a detailed and interesting building. The ground floor on the northern elevation will also feature floor to ceiling glass windows at the mixed-use retail/office portion of the building and regular windows on every floor of the building to relieve monotony and help define the base and top of the building. The building will also have balconies on the second, third, fourth and fifth floors with brown railings and different color setback walls in brown, tan, blue and white. The façade of the building, facing Apache Boulevard will feature Trendstone masonry in the finish Ground Face and color Black Mountain for columns that will help relieve building monotony. This material will also frame some of the ground floor windows and some sections of second floor balconies and walls. Finally, the buildings will vary in height from 55 feet to 60 feet and have metal shade awnings to define the top.

6. Building facades provide architectural detail and interest overall with visibility at street level (in particular, special treatment of windows, entries and walkways with particular attention to proportionality, scale, materials, rhythm, etc.) while responding to varying climatic and contextual conditions;

Metro 101 has been designed with much architectural detail and interest. The street level of the development features a mixture of textures and materials including storefront glazing, stucco, architectural metal details and masonry and a variety of colors, including Dunn Edwards Abstract White, Muslin, Calico Rock, Spirit Mountain, Deepest Sea, etc. Portions of the frontage of the building will have two levels of glass windows and other portions of the frontage will include windows, masonry columns and setbacks. The fronts of the buildings facing Apache Boulevard will also provide articulated building entrances for the mixed uses and pedestrian amenity areas will complement these entry points through the use of hardscape materials, trees and pots that will have succulents planted in them. The gated building entry to the west will also be framed by date palms which will add variation in height and the ground at different areas of the site will feature concrete pavers to add texture and color.

7. Plans take into account pleasant and convenient access to multi-modal transportation options and support the potential for transit patronage;

The Metro 101 site is located at the corner of Apache Boulevard and Price Road/101Freeway on the Valley Metro light rail line in the Transportation Overlay District Corridor Area. The construction of the site will include a variety of street improvements along Apache Boulevard including detaching a significant section of the sidewalk along Apache Boulevard to allow for an extensive landscape buffer that will increase the comfort of pedestrians and bicyclists along Apache Boulevard both to and from the light rail stop,

less than 1,000 feet from the development. These improvements on the northern portion of the site will also include building entries off of Apache Boulevard for the mixed use elements that will be enhanced with added shade, hardscape materials and pedestrian amenities such as potted plants, benches and bicycle parking.

8. Vehicular circulation is designed to minimize conflicts with pedestrian access and circulation, and with surrounding residential uses;

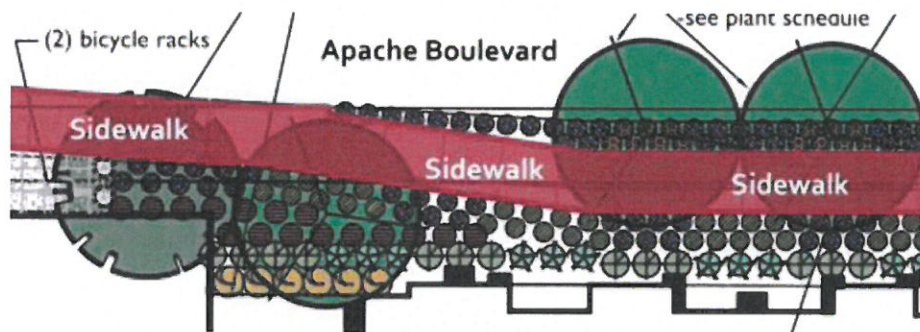
The vehicle circulation has been planned as to minimize conflicts with pedestrians and cyclists. Vehicles can only access the site from one right-in, right-out entrance on Apache Boulevard and one right-in and right out entrance on Price Road. In addition, the landscape buffer created by the detached sidewalk will create a greater sense of safety for pedestrians using the sidewalk along Apache Boulevard. In a coordinated effort with ADOT, the property's Price Road frontage will include new sidewalk and right turn land to reduce vehicular conflicts with the high-speed traffic using the freeway frontage road as well as minimizing potential conflicts with the driveway service the adjacent property to the south. From those two access points, cars can only drive on the perimeter of the property, keeping vehicles and pedestrians separated.

9. Plans appropriately integrate Crime Prevention Through Environmental Design principles such as territoriality, natural surveillance, access control, activity support, and maintenance;

The landscape and building plans will appropriately integrate Crime Prevention Through Environmental Design principles. The building will feature ground floor windows to provide surveillance opportunities and the landscaping on the front of the building along Apache will not include tall

10. Landscape accents and provides delineation from parking, buildings, driveways and pathways;

The landscaping has been specifically chosen and designed to help block the negative effects of traffic on the site. The Metro 101 buildings are located on the corner of two arterial streets, Apache Boulevard and Price Road, which is also adjacent to the 101 Freeway. The landscaping that will separate residents from Apache Boulevard include a landscape border between the sidewalk and the street and an additional landscape border between the sidewalk and the building as shown in the image below:



The landscaping along Apache Boulevard will include both the Chaste Tree and Evergreen Chinese Elm tree and shrubs and groundcover such as Purple Trailing Lantana, Damianita Daisy and Autumn Sage. The entrances of Metro 101 will be flanked by potted succulents and Chaste Trees in order to provide an interesting, delineated access way. The pathways at the interior of the three buildings will include Crape Myrtle trees, Japanese Loquat trees and the Desert Willow (Cultivar). Most of the sidewalks will be separated from the buildings by these trees which will help with wayfinding and delineation.

11. Signs have design, scale, proportion, location and color compatible with the design, colors, orientation and materials of the building or site on which they are located; and

The signs for the building will be of similar design and color to the building and will have scale and location appropriate for the location on Apache Boulevard.

12. Lighting is compatible with the proposed building(s) and adjoining buildings and uses, and does not create negative effects.

The lighting will be compatible with the proposed buildings and adjoining uses. The lighting will not create any negative effects.

HUELLMANTEL
AFFILIATES
PO Box 1833, Tempe, AZ 85280-1833

November 14, 2016

Karen Stovall
City of Tempe
31 East Fifth Street
Tempe, Arizona 85281

RE: Meyer Development – Metro 101 – TOD Option B

Karen,

As you know, we represent Meyer Development & Construction Services, Ltd. on their recent submittal, SPR16080, located at 2177 East Apache Boulevard on the southwest corner of Apache Boulevard and Price Road. This project is currently zoned Commercial Shopping and Service in the Transportation Overlay District Corridor Area (CSS TOD Corridor) and we have submitted a rezoning application to change the zoning designation to Mixed-Use, High Density in the Transportation Overlay District Corridor with a PAD Overlay (MU-4 PAD TOD Corridor).

Section 5-603.B of the City of Tempe Zoning and Development Code states that new development should meet the requirements of the TOD through a variety of options. We believe that Metro 101 qualifies for Option B (Section 5-603.B.2):

“Option B: Submitting and receiving approval for a project that generally conforms to the intent of the Transportation Overlay District as outlined in the purpose and objectives in Section 5-601 of this Chapter, while not meeting the literal standards of this Chapter. General conformance to the intent of this Chapter shall be determined through the development plan review process defined below:

The Applicant provides the Development Services Manager or designee a written letter requesting Option B. The letter should describe how the objectives in Section 5-601 and the pedestrian environment in Figure 5-612F are being met by the proposed development project. The letter must specify what deviations from the Overlay District standard(s) are being requested and how equivalency is being achieved...”

Metro 101 generally conforms to the intent of the TOD and has been designed to fully encompass the TOD development standards on the northern portion of the project, along Apache Boulevard. The site, though, presents a challenge on the eastern side due to the fact that it runs directly adjacent to Price Road, which is the frontage road to the 101 Freeway. The significant increase in noise, traffic, and traffic speed on Price Road, coupled with the decrease in pedestrian amenities both north and south of our site on Price make this road inappropriate for TOD development standards. It is also relevant to point out that Price Road is an ADOT controlled street and their belief is that the vision of Price Road being a hub of

pedestrian activity would be incompatible with the utilitarian nature that Price Road serves largely due to safety concerns as well as practical considerations.

Nevertheless, the Metro 101 project will conform to the six TOD specific objectives as listed in Section 5-601 in the following ways:

- ❖ *Promote and develop livable and sustainable neighborhoods;*
The Metro 101 development will help make the Apache Boulevard Corridor a more livable neighborhood. As the site currently sits – a somewhat vacant and underutilized group of parcels – neighbors do not have full enjoyment of the site. The sidewalks are currently unshaded and have few amenities and there are no neighborhood services or retail opportunities for pedestrians and residents. The construction of Metro 101 will change the neighborhood by making it more walkable, livable and sustainable by providing sidewalk improvements, retail and commercial opportunities and an engaged, pedestrian friendly building environment.
- ❖ *Promote and increase the use of alternative modes of transportation such as walking, bicycling, carpooling, riding the bus or light rail;*
The proposed location for Metro 101 will promote the use of alternative forms of transportation such as walking, biking and using the light rail. The site is walking distance to the Apache Boulevard and Price Road light rail station, which can take residents to either west to employment and entertainment centers in Downtown Tempe or Downtown Phoenix or east to Downtown Mesa. The site improvements planned for the northern sidewalk along Apache Boulevard will also encourage the use of alternative modes of transportation such as walking or biking.
- ❖ *Encourage a mix of uses and balance of densities and intensities within identified activity areas accessible to alternative modes of transportation;*
The Metro 101 project will support this objective by offering both retail/commercial space and residential units within walking distance to the Valley Metro light rail. The location will also offer ample bicycle parking for all residents and guests, which will encourage bicycle transportation and feature well landscaped sidewalks both within and surrounding the development, allowing and supporting pedestrian activity.
- ❖ *Provide a quality of urban design (as defined within the standards) that attracts and encourages pedestrian activity;*
Metro 101 has been designed with much architectural detail, interest and quality. The street level of the development features a mixture of textures and materials including honed ground faced masonry, storefront glazing, stucco and architectural metal details along with a variety of compatible colors, including Dunn Edwards Abstract White, Muslin, Calico Rock, Spirit Mountain, Deepest Sea, etc. Portions of the frontage of the building will have two levels of glass windows and other portions of the frontage will include windows, masonry columns and setbacks. The fronts of the buildings facing Apache Boulevard will also provide articulated building entrances for the mixed uses and pedestrian amenity areas will complement these entry points through the use of hardscape materials, trees and pots that will have succulents planted in them. These urban design elements will create a variety of visual interest and will also attract and encourage pedestrian activity.
- ❖ *Reinforce public investments and private development to achieve a compact form of development conducive to walking, bicycling, and transit use;*

Metro 101 conforms the General Plan 2040 Projected Density and will have an urban, compact form with 47 dwelling units per acre. The location and density will promote walking, bicycling and transit use due to the proximity to the light rail and the private investment in the redevelopment of the Apache Boulevard corridor. The project will meet the TOD standards along the pedestrian, arterial street of Apache Boulevard, including a protected bike lane on the eastern portion of the site, 8 foot, 3 inch building setbacks and retail and commercial uses that will draw people to the development.


- ❖ *Provide facilities that create a safe, accessible, comfortable and pleasant environment for people; maintain safe access for automobiles and adequate parking and minimize conflicts between vehicles and pedestrians.*

The vehicle circulation has been planned as to minimize conflicts with pedestrians and cyclists. Vehicles can only access the site from one right-in, right-out entrance on Apache Boulevard and one right-in and right out entrance on Price Road. In addition, the landscape buffer created by the detached sidewalk will create a greater sense of safety for pedestrians using the sidewalk along Apache Boulevard as well as a more aesthetically pleasing streetscape. In a coordinated effort with ADOT, the property's Price Road frontage will include a new sidewalk and right turn land to reduce vehicular conflicts with the high-speed traffic using the freeway frontage road as well as minimizing potential conflicts with the driveway service the adjacent property to the south. From those two access points, cars can only drive on the perimeter of the property, keeping vehicles and pedestrians separated.

The site will specifically deviate from the TOD setback standards (Table 5-611B) on the eastern side of the development along Price Road. The TOD standards require the maximum setback be set at twenty (20) feet. We feel that this standard is not a viable option for this project due to the increase in noise and loss of privacy residents would be subject to if they faced the 101 Freeway and were only 20 feet from the frontage road. In addition, we believe the Price Road frontage will not effectively act as a pedestrian friendly corridor thus nullifying the TOD's reasoning for having buildings up close to street frontage property lines. We have instead proposed buffering the residential buildings from Price Road/101 Freeway with parking on that side of the site as well as implementing extensive landscaping which would comprise of two rows of trees, one row of Sweet Acacia trees along Price Road and another row Fan Tex Ash trees on the eastern front of the building and extensive ground landscaping on both sides of the property fencing on Price Road to further provide an aesthetic buffer.

Please consider this our formal Option B request letter. I can be reached through email at charles@huellmantel.com or at (480) 921-2800 for any further questions or to discuss this request.

Sincerely,



Charles Huellmantel

PLANNED AREA DEVELOPMENT OVERLAY FOR METRO 101 SITE PLAN

CCBG
ARCHITECTS,
INC.
SAN DIEGO
102 E.
BUCHANAN AVENUE, AZ 85001
TEL: 602.255.2899



PLANNED AREA DEVELOPMENT OVERLAY FOR
METRO 101
2177 EAST APACHE BLVD
TEMPE, AZ 85281

DATE	BY	ISSUE
10/11/11	10/11/11	10/11/11
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Drawn	SP
Checked	RS
Job Number	101
Project Name	101
Drawing	101
PAD SITE PLAN	101

Sheet
PAD 3

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REC16227

PL160362

DS160539

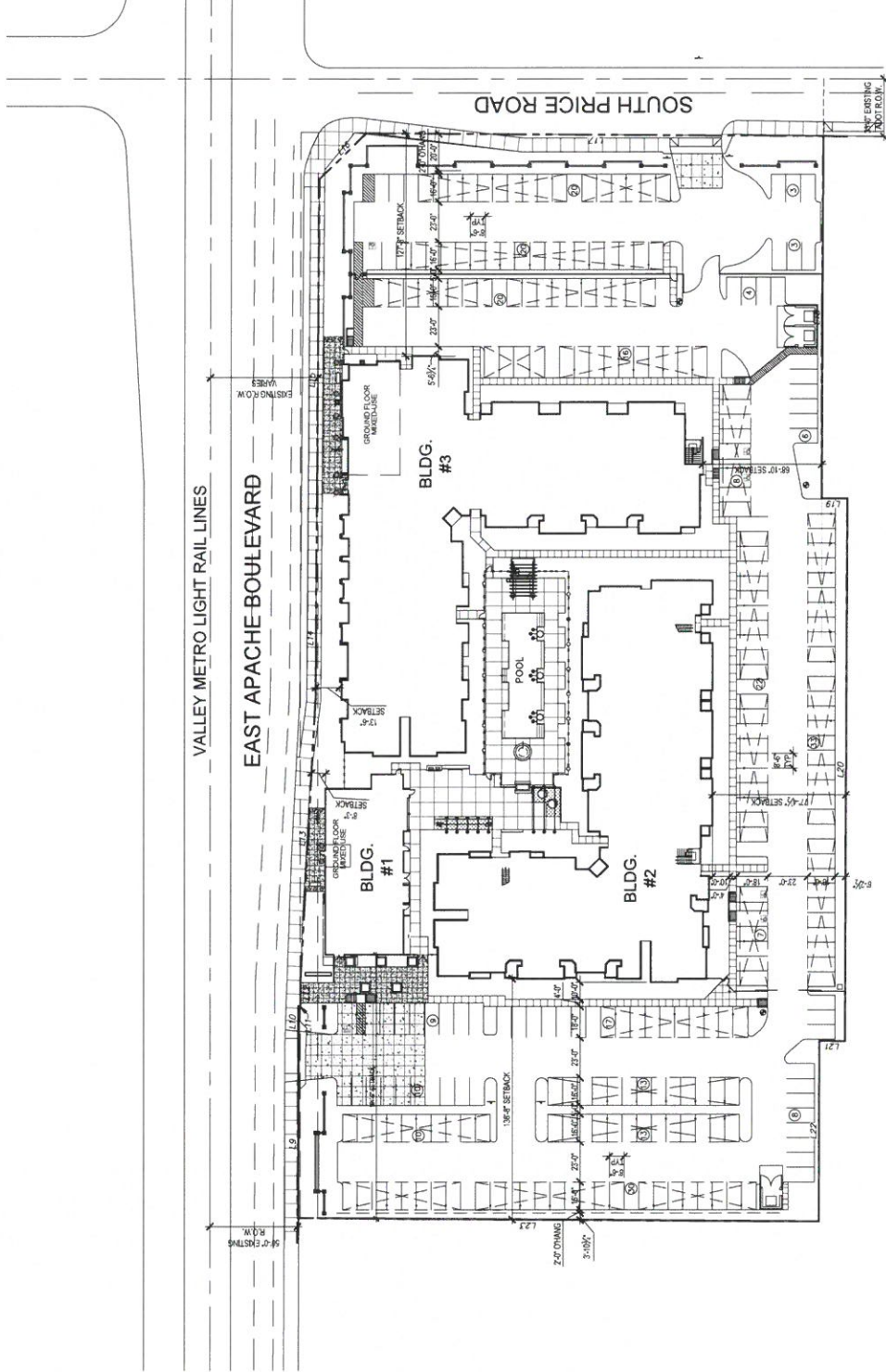


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ATTACHMENT 24





LINE TABLE		LINE TABLE	
LINE	BEAMING	LINE	BEAMING
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1.1	174.00' (M)	1.1	1.0
1.2	174.00' (M)	1.2	5.00'±2.0' M
1.3	174.00' (M)	1.3	8.894'±1.2' E
1.4	174.00' (M)	1.4	8.894'±1.2' E
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CSS

ADOT
ROW

site vicinity map

VALLEY METRO LIGHT RAIL LINES

EAST APACHE BOULEVARD

CS

R-4

R-4

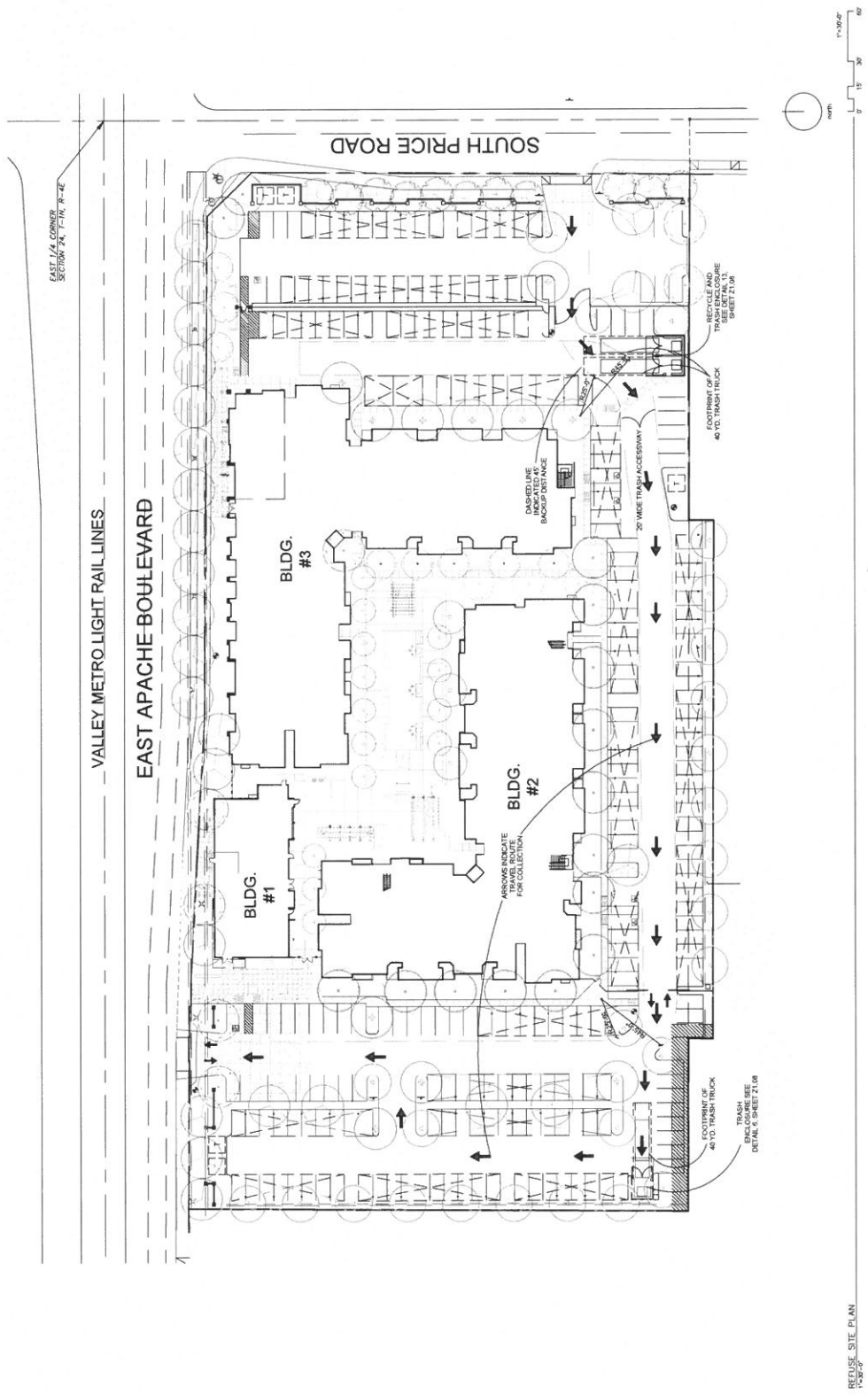
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ATTACHEMENT 25



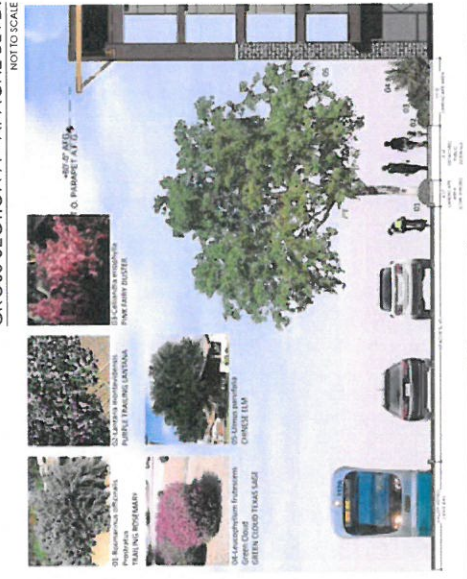
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Drawing	REFUSE SITE PLAN
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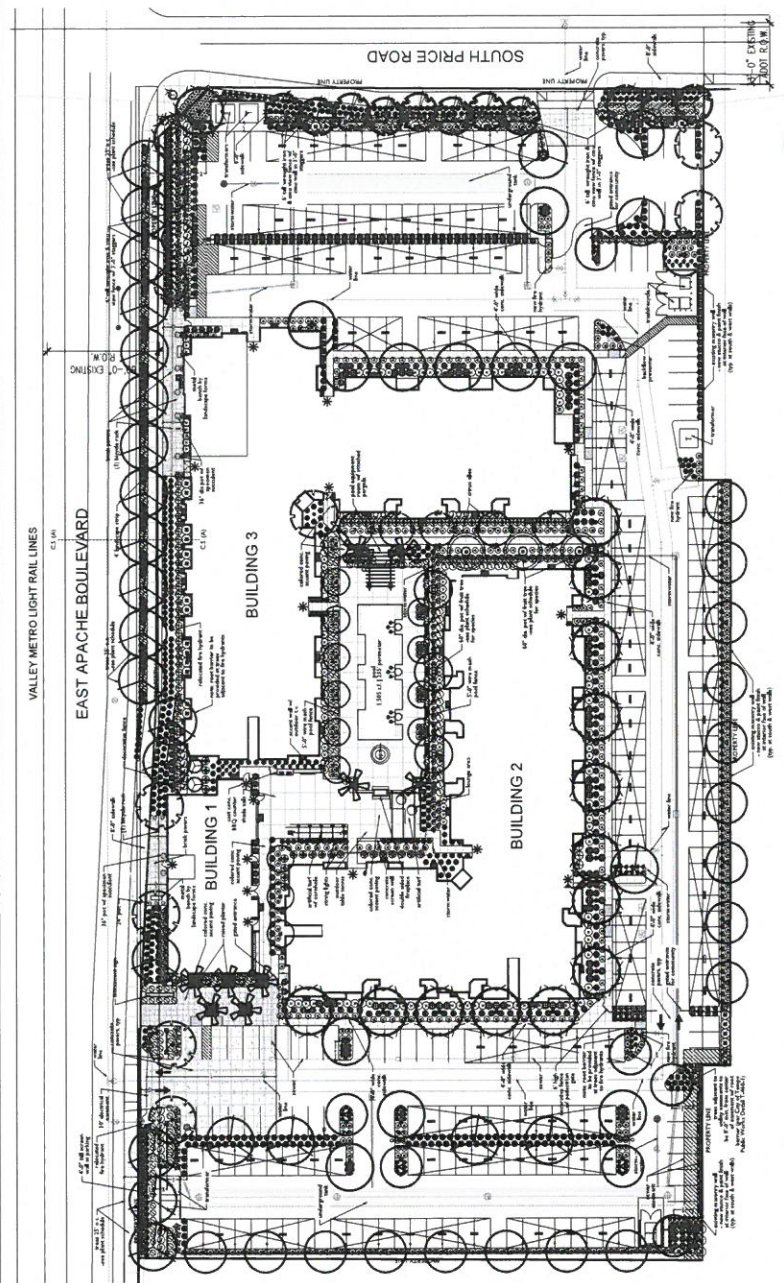


TEMPERATURE LANDSCAPE/

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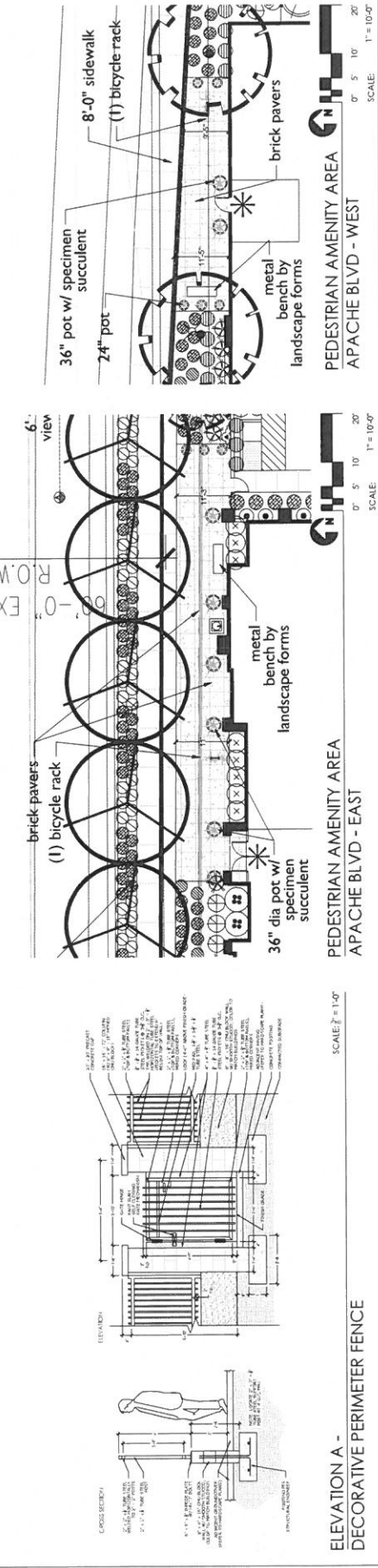
ATTACHEMENT 27

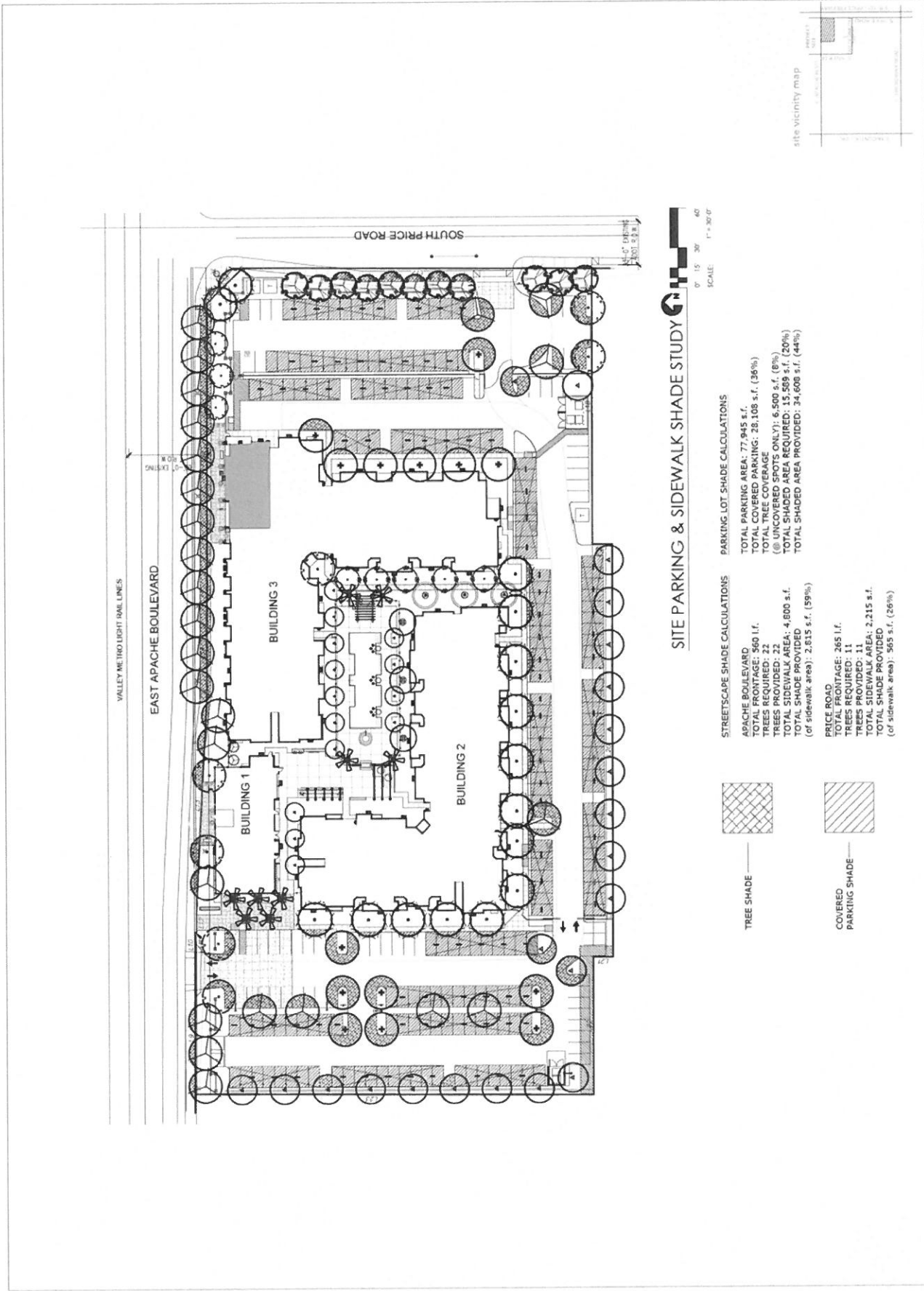


LANDSCAPE PLAN

[illegible]

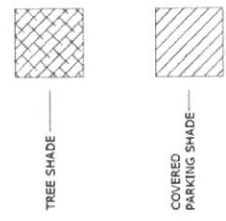
Two working days before you dig.
CALL FOR THE BLUE STAKES
(602)263-1100
1-800 STAKE IT
(OUTSIDE MARICOPA COUNTY)

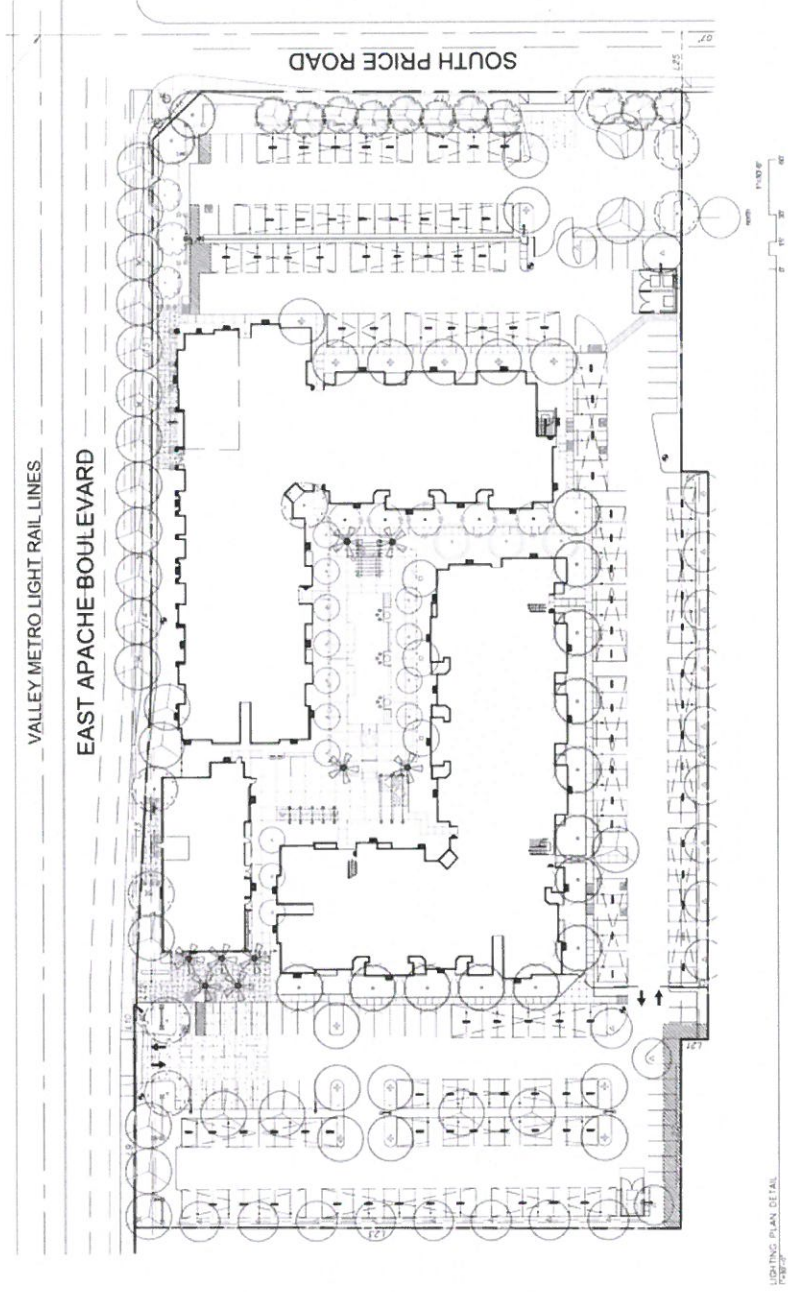


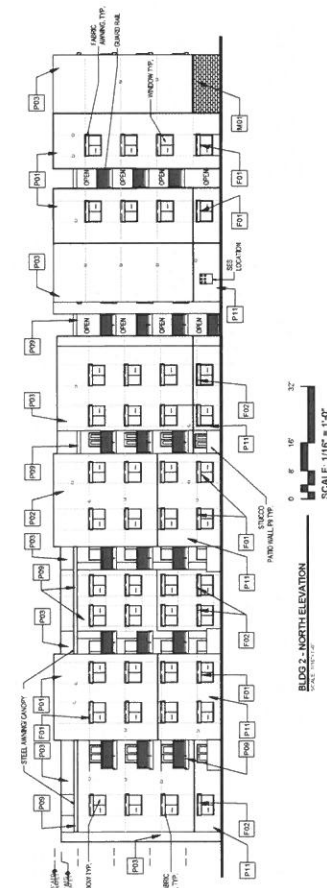
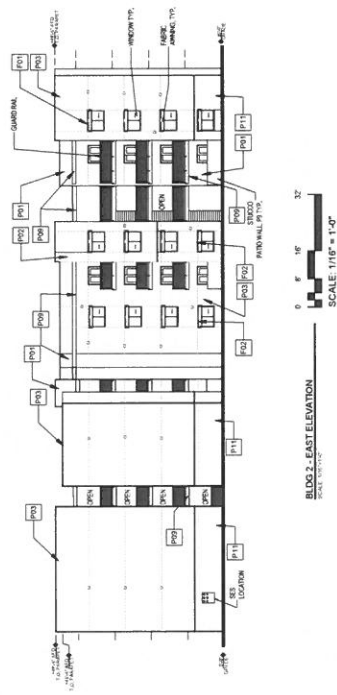
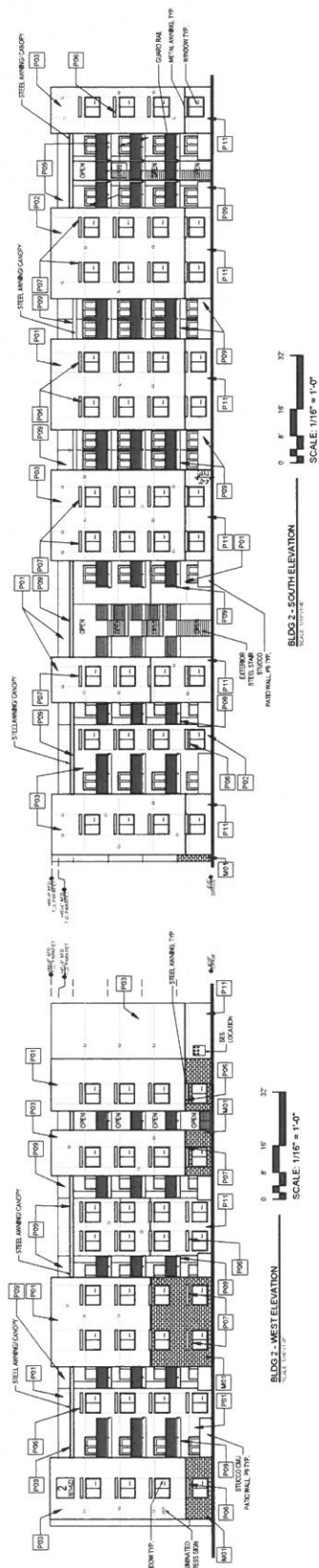


SITE PARKING & SIDEWALK SHADE STUDY

STREETSCAPE SHADE CALCULATIONS	
APACHE BOULEVARD	
TOTAL FRONTAGE: 560 l.f.	
TREES REQUIRED: 22	
TREES PROVIDED: 22	
TOTAL SIDEWALK AREA: 4,800 s.f.	
TOTAL SHADE PROVIDED (of sidewalk area): 2,615 s.f. (59%)	
PRICE ROAD	
TOTAL FRONTAGE: 265 l.f.	
TREES REQUIRED: 11	
TREES PROVIDED: 11	
TOTAL SIDEWALK AREA: 2,215 s.f.	
TOTAL SHADE PROVIDED (of sidewalk area): 565 s.f. (26%)	
PARKING LOT SHADE CALCULATIONS	
TOTAL PARKING AREA: 77,945 s.f.	
TOTAL COVERED PARKING: 28,108 s.f. (36%)	
TOTAL TREE COVERAGE (@ UNCOVERED SPOTS ONLY): 6,500 s.f. (8%)	
TOTAL SHADED AREA REQUIRED: 13,569 s.f. (20%)	
TOTAL SHADED AREA PROVIDED: 34,608 s.f. (44%)	



[illegible]



GENERAL NOTES

- [illegible]

EXTERIOR PAINT COLORS

	MANUF. COUNTRY	MANUF. COLOR NAME	SURFACE	SP
31	800002	STAINLESS STEEL	STAINLESS	81
32	800003	STAINLESS STEEL	STAINLESS	82
33	800004	STAINLESS STEEL	STAINLESS	83
34	800005	STAINLESS STEEL	STAINLESS	84
35	800006	STAINLESS STEEL	STAINLESS	85
36	800007	STAINLESS STEEL	STAINLESS	86
37	800008	STAINLESS STEEL	STAINLESS	87
38	800009	STAINLESS STEEL	STAINLESS	88
39	800010	STAINLESS STEEL	STAINLESS	89
40	800011	STAINLESS STEEL	STAINLESS	90
41	800012	STAINLESS STEEL	STAINLESS	91
42	800013	STAINLESS STEEL	STAINLESS	92
43	800014	STAINLESS STEEL	STAINLESS	93
44	800015	STAINLESS STEEL	STAINLESS	94
45	800016	STAINLESS STEEL	STAINLESS	95
46	800017	STAINLESS STEEL	STAINLESS	96
47	800018	STAINLESS STEEL	STAINLESS	97
48	800019	STAINLESS STEEL	STAINLESS	98
49	800020	STAINLESS STEEL	STAINLESS	99
50	800021	STAINLESS STEEL	STAINLESS	100

EXTERIOR AWNING FABRIC COLORS

	MANUF. COLOR NO.	MANUF. COLOR NAME
01	4531-0000	TRUSSO CHAMBER

GENERAL NOTES

- [illegible]

EXTERIOR PAINT COLORS

D	MANV COLOR NO.	MANV COLOR NAME	SUR AGE	LEV
01	000227	ABSTRACT #46E	570000	81
02	000228	MULIN	570000	58
03	000229	CHLID ROCK	570000	26
04	NOT USED			
05	NOT USED			
06	000236	SPRUE MOUNTAIN	METAL	32
07	000237	CARROT CARD	METAL	27
08	000238	WAGON CREEK	570000	22
09	000239	NEELSONS LAKE	METAL/STAINED	15
10	NOT USED			
11	000240	CHLID #3 BLA	570000	7

EXTERIOR MASONRY COLORS

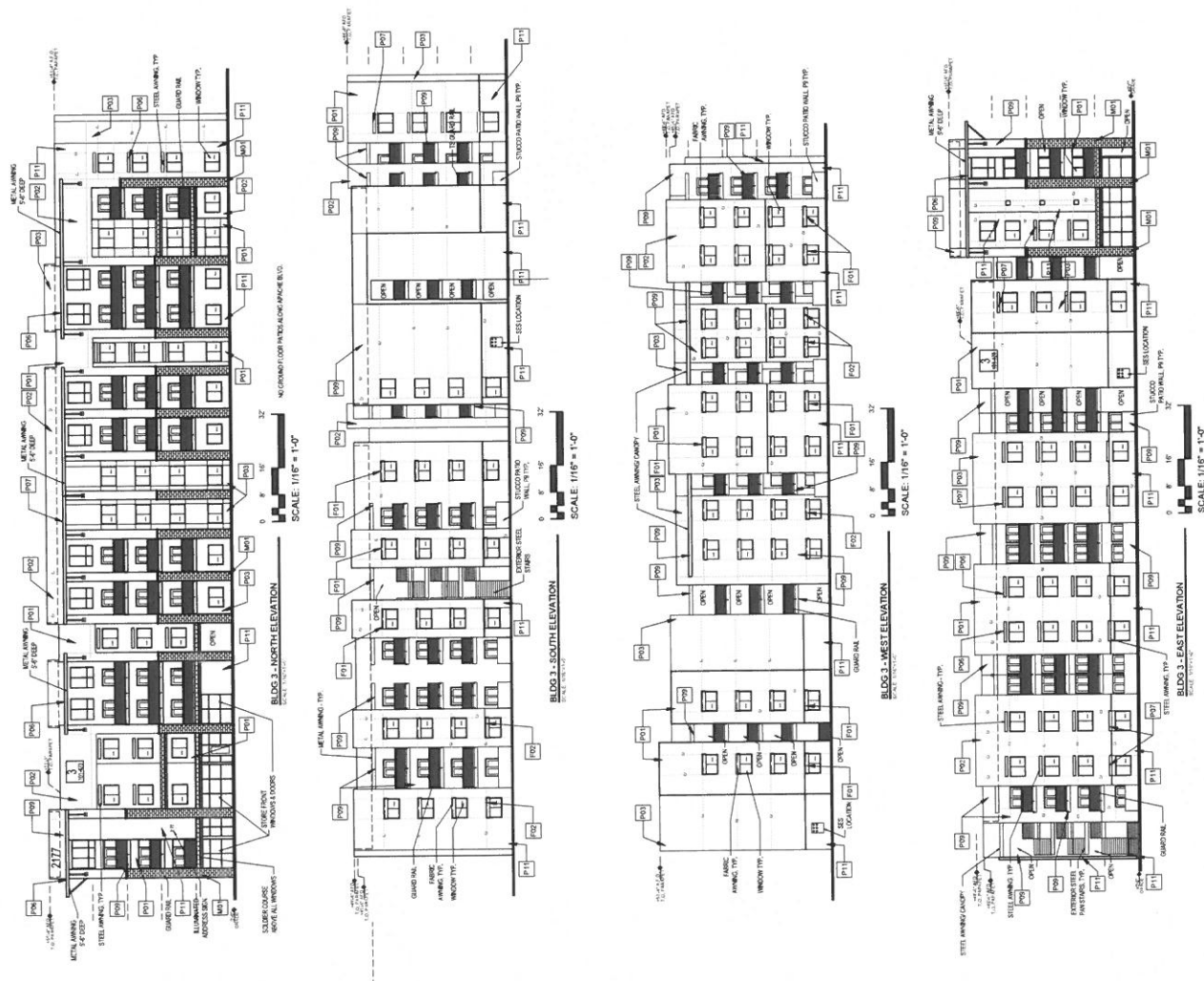
ID	NAME / COLOR NO.	NAME / COLOR NAME	FIBER
M01	TRANSSTONE	BLACK MOUNTAIN	GROUNDFACE

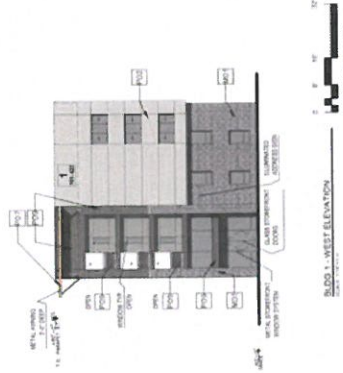
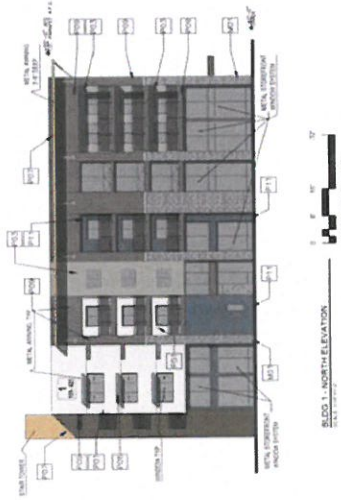
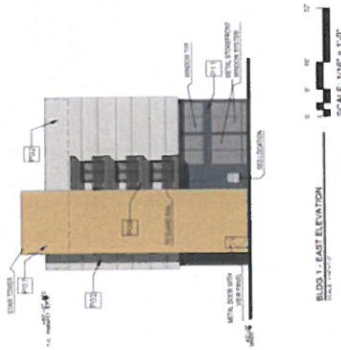
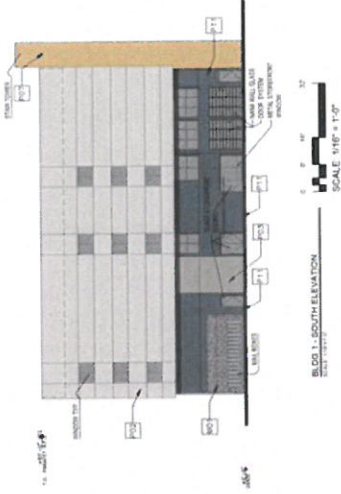
EXTERIOR AWNING FABRIC COLORS

ID	NAME / COLOR NO.	NAME / COLOR NAME	FIBER
P01	WESTWOOD	TRISTEAL OCEAN	TRANSMIC B/C

EXTERIOR AWNING FABRIC COLORS

ID	MAN.F. COLOR NO.	MAN.F. COLOR NAME
F01	#097-0000	THE ECO CHARGER
	#097-0000	CUSTOMER B.I.D.





METRO 101 2177 EAST APACHE BLVD TEMPE, AZ 85281

GENERAL NOTES

1. CONTRACTOR TO PROVIDE A COPY OF ALL EXTERIOR PAINT SPECIFICATIONS TO THE ARCHITECT FOR REVIEW AND APPROVAL.
2. EXTERIOR PAINTS SHALL BE APPLIED TO ALL EXTERIOR SURFACES IN ACCORDANCE WITH THE MANUFACTURER'S RECOMMENDATIONS.
3. ALL EXTERIOR PAINTS SHALL BE APPLIED TO ALL EXTERIOR SURFACES IN ACCORDANCE WITH THE MANUFACTURER'S RECOMMENDATIONS.
4. ALL EXTERIOR PAINTS SHALL BE APPLIED TO ALL EXTERIOR SURFACES IN ACCORDANCE WITH THE MANUFACTURER'S RECOMMENDATIONS.
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7. ALL EXTERIOR PAINTS SHALL BE APPLIED TO ALL EXTERIOR SURFACES IN ACCORDANCE WITH THE MANUFACTURER'S RECOMMENDATIONS.
8. ALL EXTERIOR PAINTS SHALL BE APPLIED TO ALL EXTERIOR SURFACES IN ACCORDANCE WITH THE MANUFACTURER'S RECOMMENDATIONS.
9. ALL EXTERIOR PAINTS SHALL BE APPLIED TO ALL EXTERIOR SURFACES IN ACCORDANCE WITH THE MANUFACTURER'S RECOMMENDATIONS.
10. ALL EXTERIOR PAINTS SHALL BE APPLIED TO ALL EXTERIOR SURFACES IN ACCORDANCE WITH THE MANUFACTURER'S RECOMMENDATIONS.

EXTERIOR PAINT COLORS

NO.	NAME	MANUFACTURER	FINISH	COAT
1	PRIMER	PRIMER	PRIMER	1
2	PAINT	PAINT	PAINT	2
3	PAINT	PAINT	PAINT	2
4	PAINT	PAINT	PAINT	2
5	PAINT	PAINT	PAINT	2
6	PAINT	PAINT	PAINT	2
7	PAINT	PAINT	PAINT	2
8	PAINT	PAINT	PAINT	2
9	PAINT	PAINT	PAINT	2
10	PAINT	PAINT	PAINT	2

EXTERIOR MASONRY COLORS

NO.	NAME	MANUFACTURER	FINISH	COAT
1	PRIMER	PRIMER	PRIMER	1
2	PAINT	PAINT	PAINT	2
3	PAINT	PAINT	PAINT	2
4	PAINT	PAINT	PAINT	2
5	PAINT	PAINT	PAINT	2
6	PAINT	PAINT	PAINT	2
7	PAINT	PAINT	PAINT	2
8	PAINT	PAINT	PAINT	2
9	PAINT	PAINT	PAINT	2
10	PAINT	PAINT	PAINT	2

EXTERIOR AWNING FABRIC COLORS

NO.	NAME	MANUFACTURER	FINISH	COAT
1	PRIMER	PRIMER	PRIMER	1
2	PAINT	PAINT	PAINT	2
3	PAINT	PAINT	PAINT	2
4	PAINT	PAINT	PAINT	2
5	PAINT	PAINT	PAINT	2
6	PAINT	PAINT	PAINT	2
7	PAINT	PAINT	PAINT	2
8	PAINT	PAINT	PAINT	2
9	PAINT	PAINT	PAINT	2
10	PAINT	PAINT	PAINT	2

GENERAL NOTES

- CONTRACTOR IS RESPONSIBLE TO PROVIDE A SCHEDULE OF ALL EXTERIOR PAINT AND FINISHES TO THE ARCHITECT FOR REVIEW AND APPROVAL PRIOR TO COMMENCEMENT OF WORK.
- ALL EXTERIOR SURFACES SHALL BE PROTECTED FROM DAMAGE DURING CONSTRUCTION AND MAINTENANCE OF THE PROJECT.
- ALL EXTERIOR SURFACES SHALL BE PROTECTED FROM DAMAGE DURING CONSTRUCTION AND MAINTENANCE OF THE PROJECT.
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- ALL EXTERIOR SURFACES SHALL BE PROTECTED FROM DAMAGE DURING CONSTRUCTION AND MAINTENANCE OF THE PROJECT.

EXTERIOR PAINT COLORS

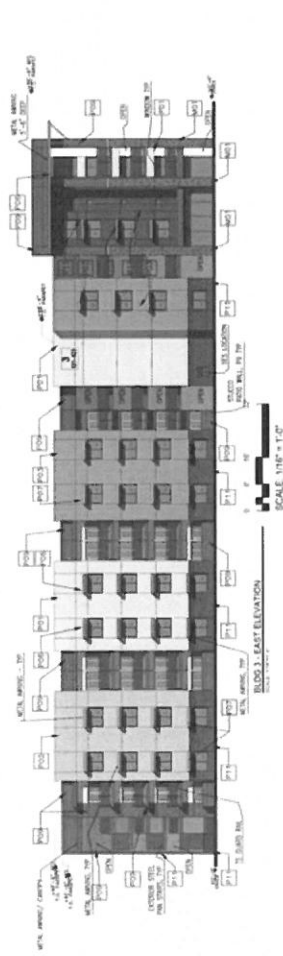
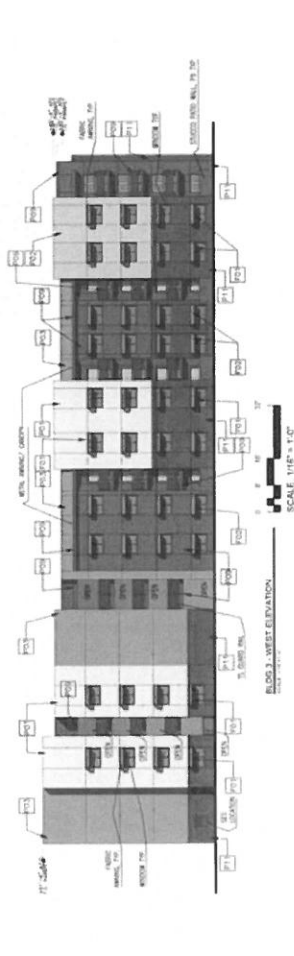
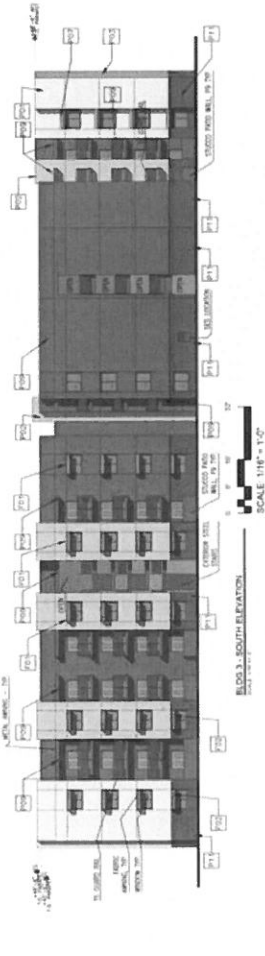
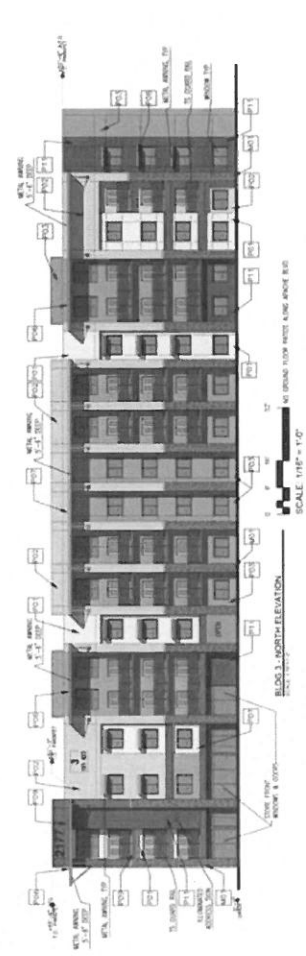
NO.	NAME	FINISH	COAT
101	WALLS	FLAT	1
102	ROOF	FLAT	1
103	CEILING	FLAT	1
104	DOORS	FLAT	1
105	WINDOWS	FLAT	1
106	SCREENS	FLAT	1
107	SCREENS	FLAT	1
108	SCREENS	FLAT	1
109	SCREENS	FLAT	1
110	SCREENS	FLAT	1
111	SCREENS	FLAT	1

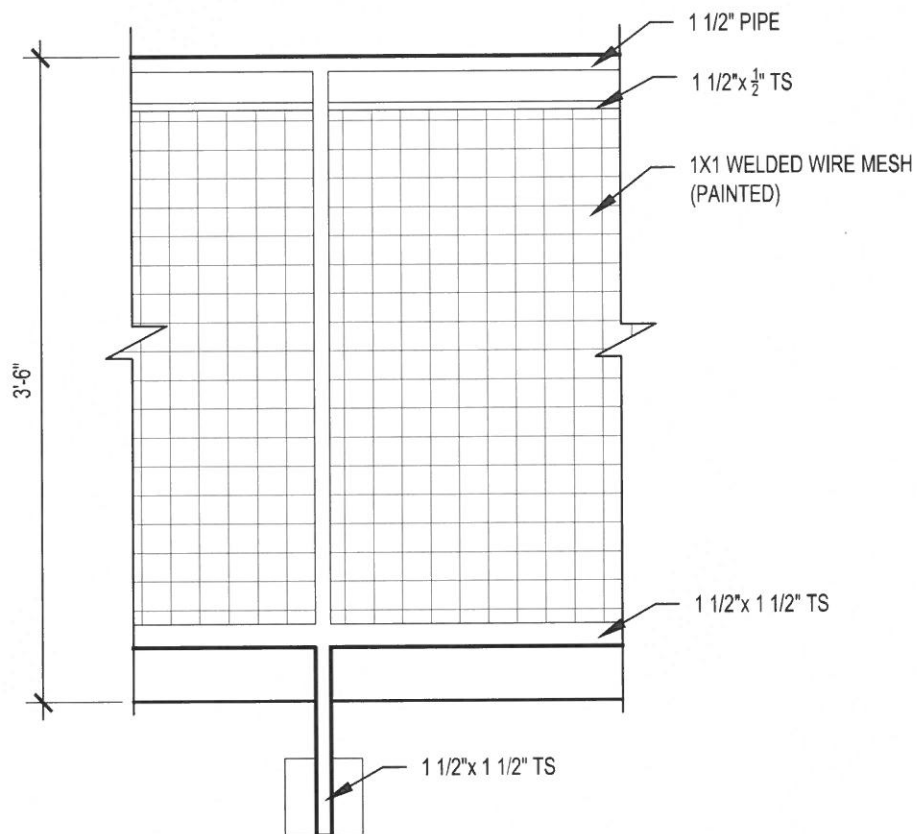
EXTERIOR MASONRY COLORS

NO.	NAME	FINISH	COAT
112	WALLS	FLAT	1
113	ROOF	FLAT	1
114	CEILING	FLAT	1
115	DOORS	FLAT	1
116	WINDOWS	FLAT	1
117	SCREENS	FLAT	1
118	SCREENS	FLAT	1
119	SCREENS	FLAT	1
120	SCREENS	FLAT	1
121	SCREENS	FLAT	1

EXTERIOR AWNING FABRIC COLORS

NO.	NAME	FINISH	COAT
122	WALLS	FLAT	1
123	ROOF	FLAT	1
124	CEILING	FLAT	1
125	DOORS	FLAT	1
126	WINDOWS	FLAT	1
127	SCREENS	FLAT	1
128	SCREENS	FLAT	1
129	SCREENS	FLAT	1
130	SCREENS	FLAT	1
131	SCREENS	FLAT	1





TYP GUARDRAIL ELEVATION

1" = 1'-0"

BALCONY RAILING DETAIL

SCALE 1"=1'-0"

A NEW MULTI-FAMILY PROJECT
METRO 101

ATTACHEMENT 37

CCBG Architects, Inc.

PROJECT #: 1623
DRAWN BY: SP
DATE: 11.22.2016
REV: -

SK-Z-2



METRO 101
2177 EAST APACHE BLVD
TEMPE, AZ 85281

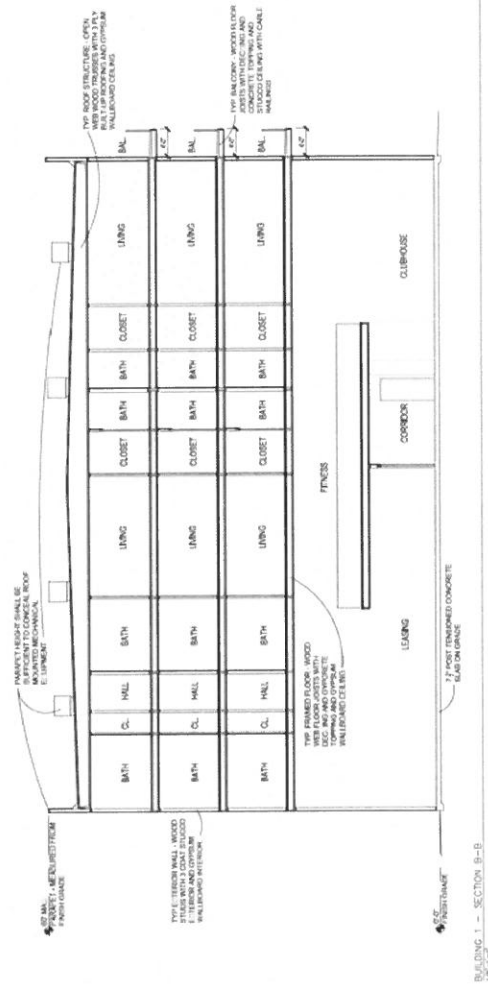
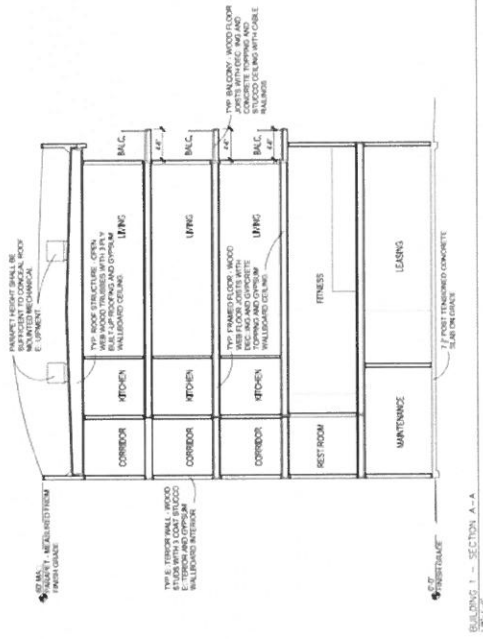
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Drawn	SP
Checked	SW
Job Number	1623
Drawing	SECTIONS - BUILDING 1

Z1.07.1

GENERAL NOTES

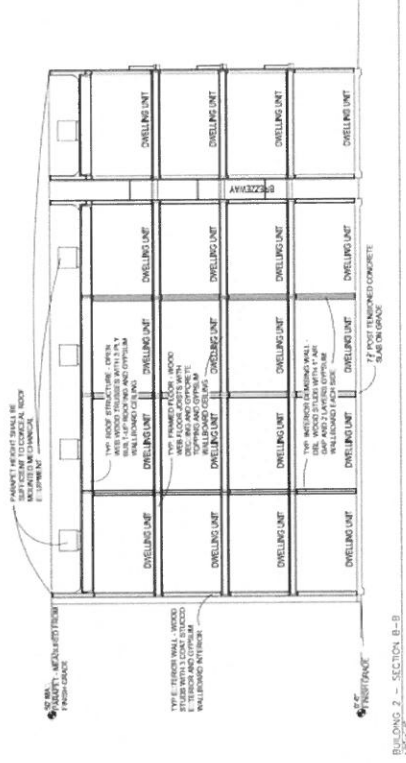
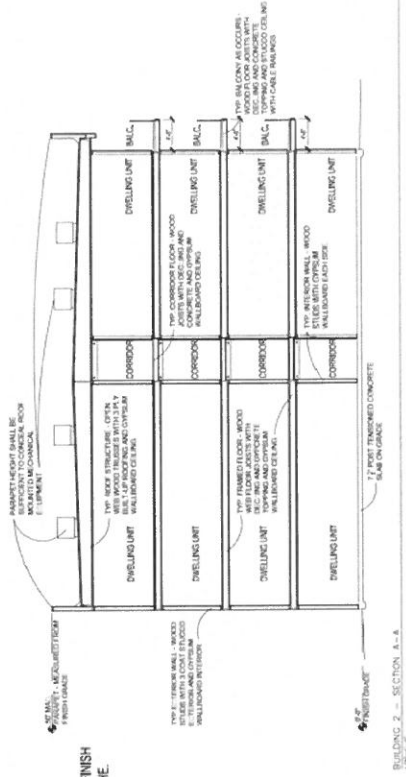
- a. ALL INDICATED OVERALL BUILDING HEIGHTS SHALL BE MEASURED FROM FINISH GRADE, WHICH IS TOP OF CURB AT MIDPOINT OF PROP LINE ALONG APACHE.





GENERAL NOTES

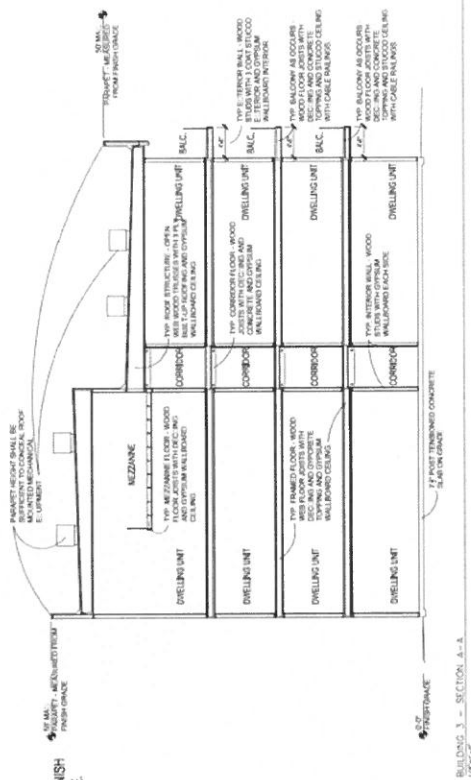
- ALL INDICATED OVERALL BUILDING HEIGHTS SHALL BE MEASURED FROM FINISH GRADE, WHICH IS TOP OF CURB AT MIDPOINT OF PROP LINE ALONG APACHE.



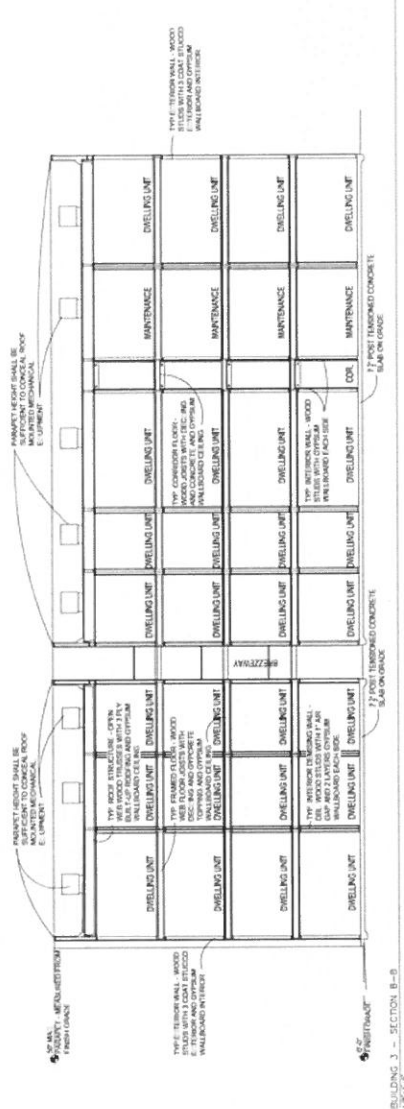


GENERAL NOTES

8. ALL INDICATED OVERALL BUILDING HEIGHTS SHALL BE MEASURED FROM FINISH GRADE, WHICH IS TOP OF CURB AT MIDPOINT OF PROP LINE ALONG APACHE.



BUILDING 3 - SECTION A-A



BUILDING 3 - SECTION B-B

CCBG

ARCHITECTS
P.C.
SAN DIEGO
ARCHITECTS, P.C.
4400 SAN DIEGO
SAN DIEGO, CA 92121
619.594.0000



METRO 101
2177 EAST APACHE BLVD
TEMPE, AZ 85281

ISSUE
DATE
BY
REVISION
DATE
BY
REVISION
DATE
BY
REVISION

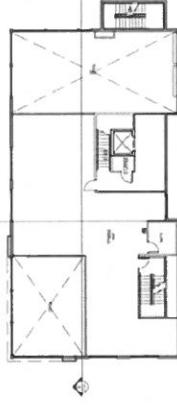
Drawn
SP
Checked
Job Number
1003
Drawing
PRELIMINARY
FLOOR PLANS
BUILDING 1
SHEET

Z1.0

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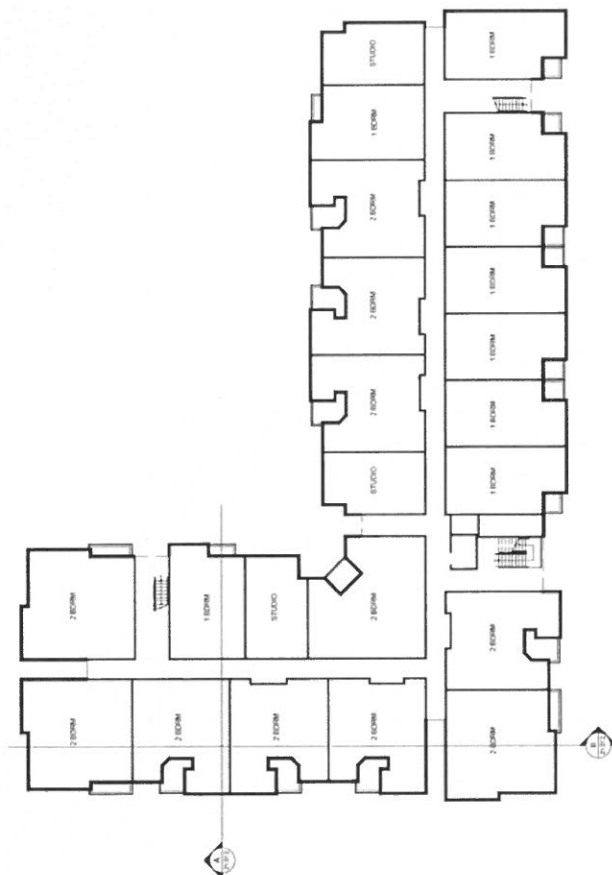


BUILDING 1 - PRELIMINARY 3rd, 4th, and 5th FLOOR PLAN

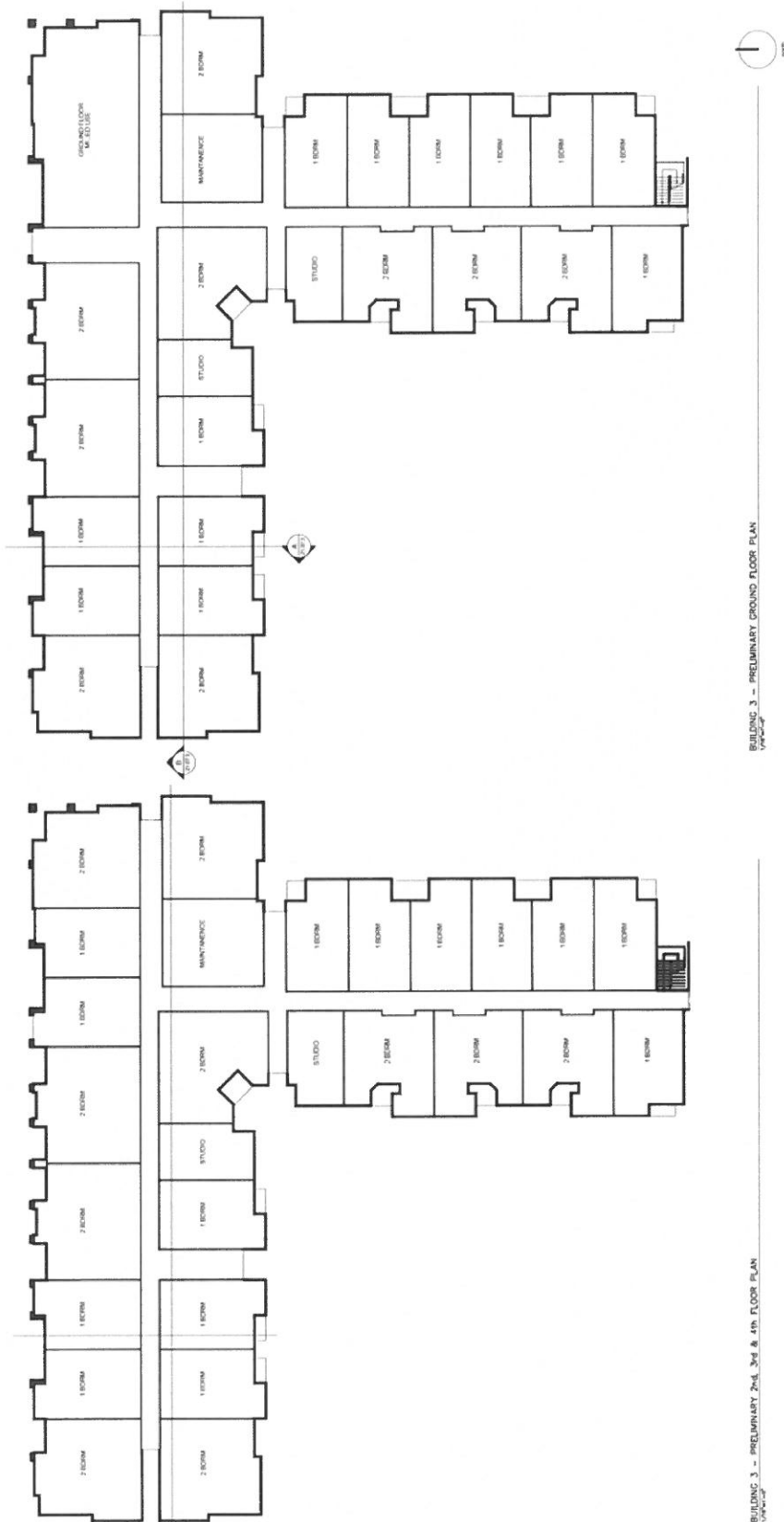


BUILDING 1 - PRELIMINARY 2nd FLOOR PLAN





BUILDING 2 - PRELIMINARY GROUND, 2nd, 3rd & 4th FLOOR PLAN



CCBG

ARCHITECTS
P.C.
SAN DIEGO
ARCHITECTS
P.C.
4402 25th Street, Suite 200
San Diego, CA 92108
619.255.0000



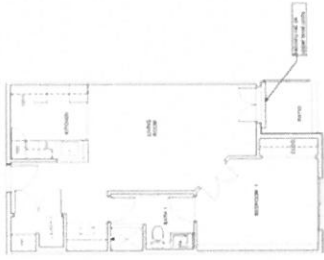
METRO 101
2177 EAST APACHE BLVD
TEMPE, AZ 85281

DATE: 07/15/15
DRAWN BY: J. J. JONES
CHECKED BY: J. J. JONES
JOB NUMBER: 1023
DRAWING: UNIT PLANS

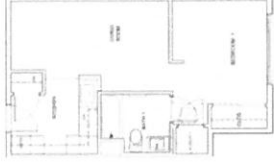
Drawn
By
Checked
By
Job Number
1023
Drawing
UNIT PLANS

Sheet
Z1.16

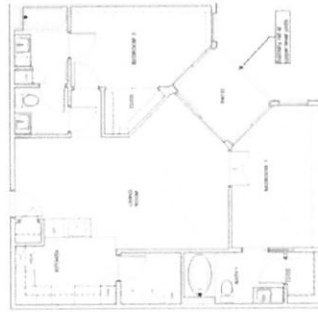
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A1.1 ONE BEDROOM DWELLING UNIT
1023-01



S1.1 STUDIO DWELLING UNIT
1023-01



C1.2 TWO BEDROOM DWELLING UNIT
1023-01



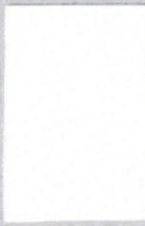
E1.2 TWO BEDROOM DWELLING UNIT
1023-01



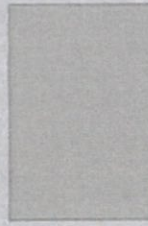
C1.1 TWO BEDROOM DWELLING UNIT
1023-01



P01 DE6232 Abstract White



P02 DE6227 Muslin



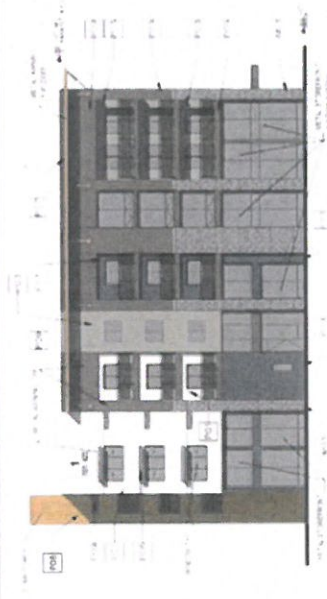
P03 DE6229 Calico Rock



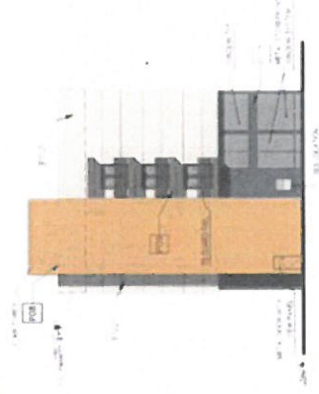
P06 DE5795 Spirit Mountain



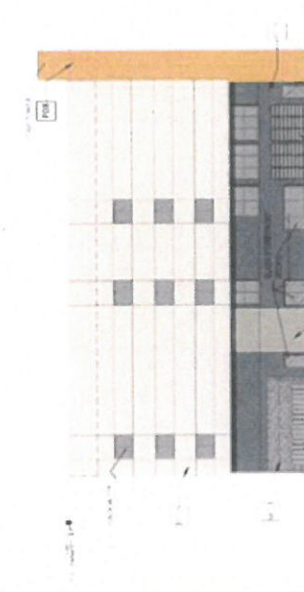
Development
& Construction
Services, Ltd.



BUILDING 1 - NORTH ELEVATION



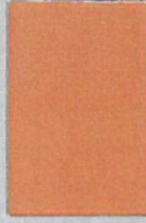
BUILDING 1 - EAST ELEVATION



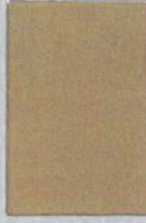
BUILDING 1 - SOUTH ELEVATION



BUILDING 1 - WEST ELEVATION



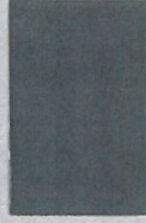
P07 DE5230 Carrot Cake



P08 DEA166 Tavern Creek



P09 DEA161 Wild Mustang



P11 DE5825 Deepest Sea



11-Z1-16

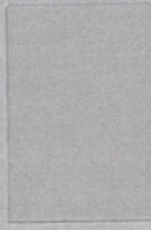
METRO 101



P01 DE6232 Abstract White



P02 DE6227 Muslin



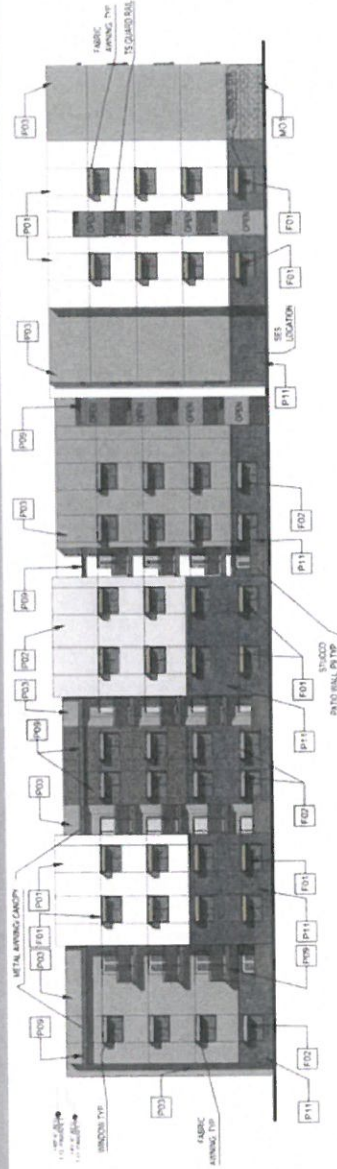
P03 DE6229 Calico Rock



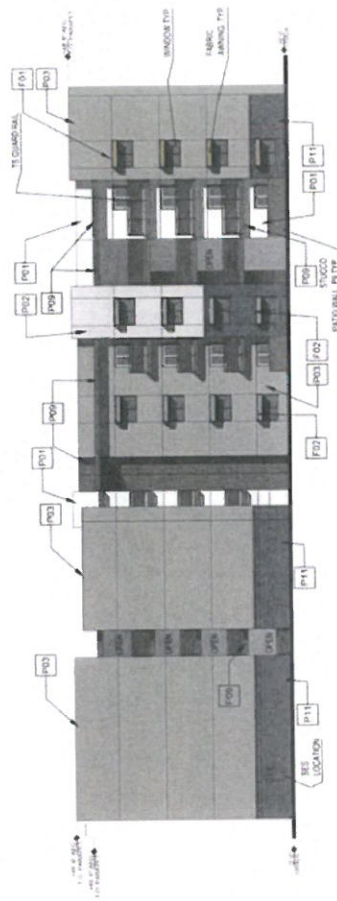
P06 DE5795 Spirit Mountain



Development
& Construction
Services Ltd



BUILDING 2 - NORTH ELEVATION



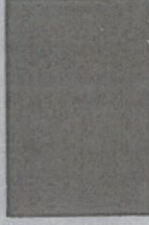
BUILDING 2 - EAST ELEVATION



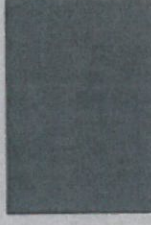
P07 DE5230 Carrot Cake



P08 DEA166 Tavern Creek



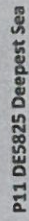
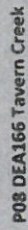
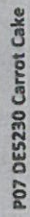
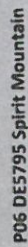
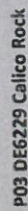
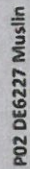
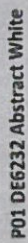
P09 DEA161 Wild Mustang



P11 DE5825 Deepest Sea



METRO 101





P01 DE6232 Abstract White



P02 DE6227 Muslin



P03 DE6229 Calico Rock



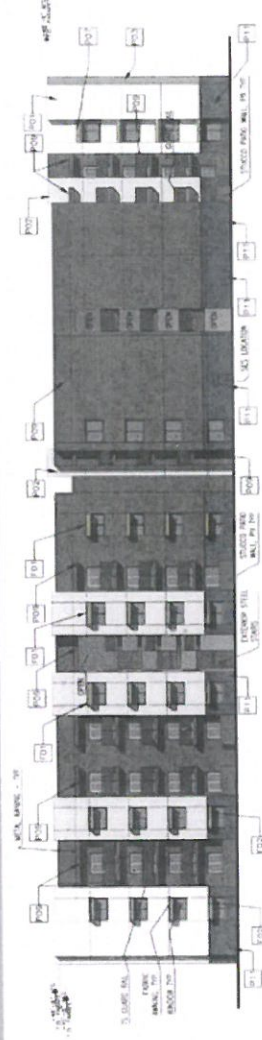
P06 DE5795 Spirit Mountain



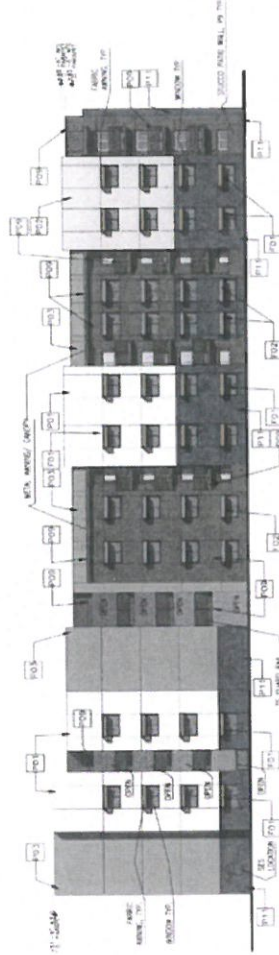
F01 Tresco Ghger



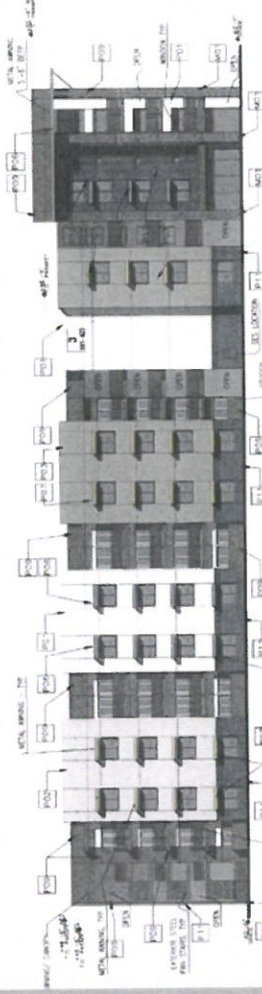
Development
& Construction
Services Ltd



BUILDING 3 - SOUTH ELEVATION



BUILDING 3 - WEST ELEVATION



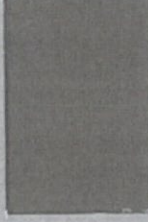
BUILDING 3 - EAST ELEVATION



P07 DE5230 Carrot Cake



P08 DEA166 Tavern Creek



P09 DEA161 Wild Mustang



P11 DE5825 Deepest Sea

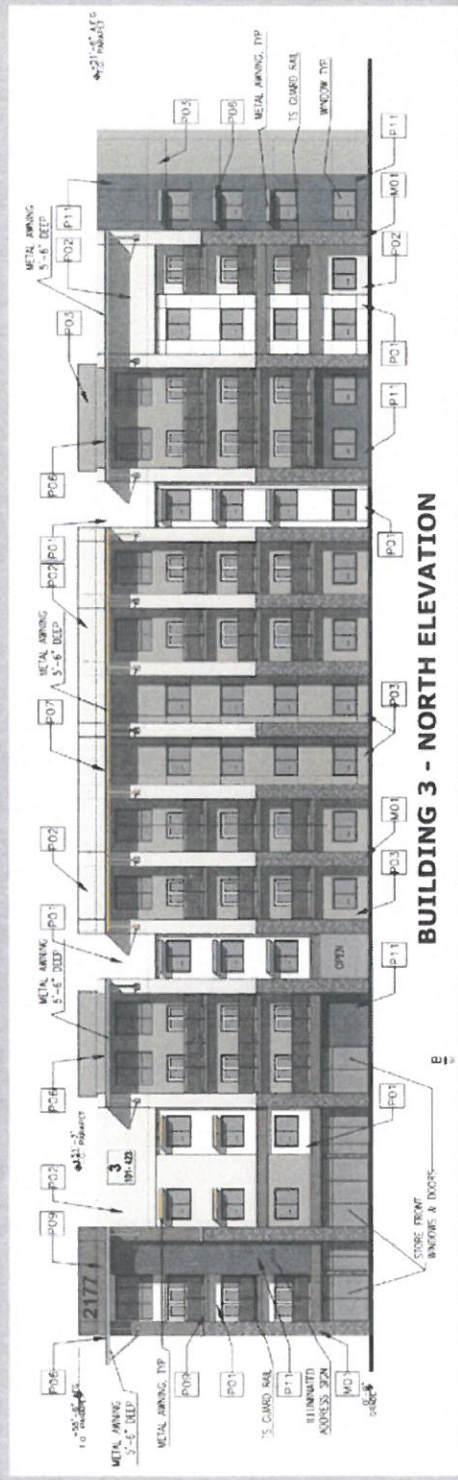


F02 Sapphire Blue



11-71-16

METRO 101



BUILDING 3 - NORTH ELEVATION



P01 DE6232 Abstract White P02 DE6227 Muslin P03 DE6229 Calico Rock P08 DE5795 Spirit Mountain P07 DE5230 Carrot Cake P08 DEA166 Tavern Creek P09 DEA161 Wild Mustang P11 DE5825 Deepest Sea



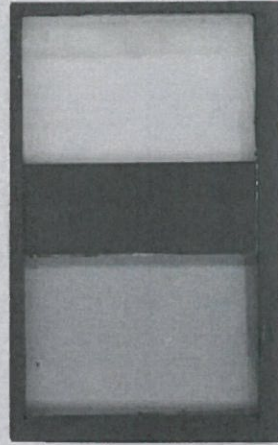
SYNTHETIC STUCCO FINISH
Medium Sand



M01 GROUND FACE CMU
Trendstone Black Mountain



1"X1" ww mesh @ Balcony Railings



WINDOW FRAMES
Anodized Bronze

GLAZING
Light Grey Tint
& Translucent



METRO 101



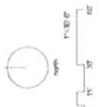
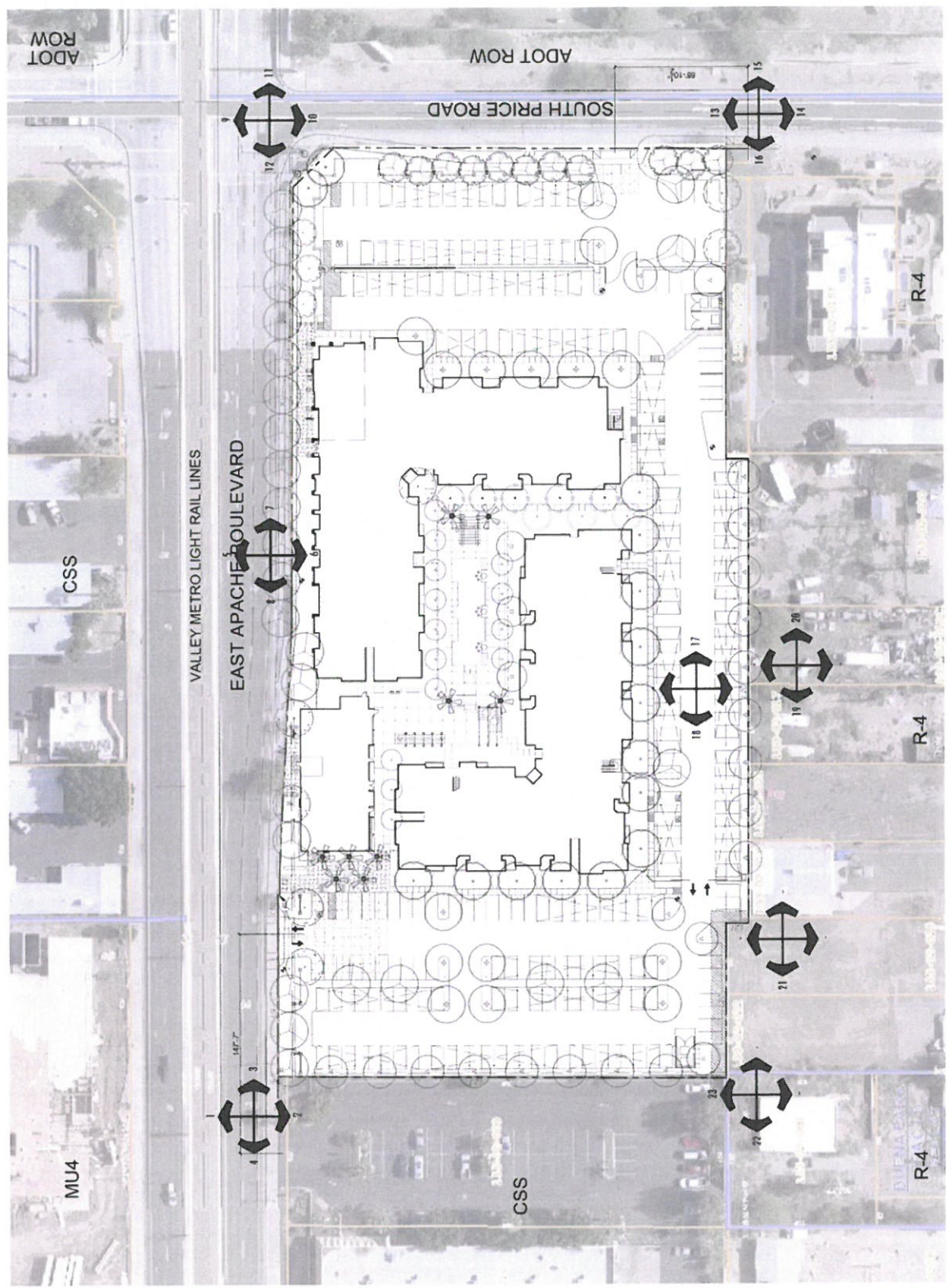
Apache Boulevard Streetscape

Metro 101









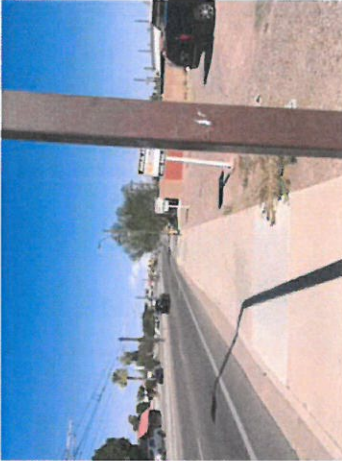
CONTEXT SITE PLAN



1—NWC looking North



2—NWC looking South



3—NWC looking East



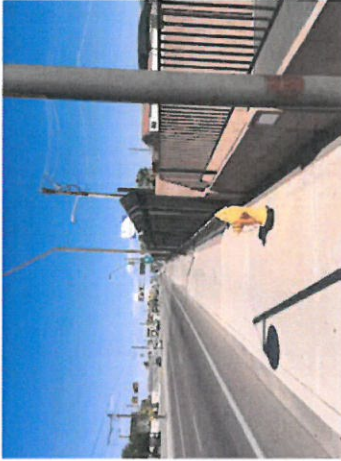
4—NWC looking West



5—Along Apache Blvd looking North



6—Along Apache Blvd looking South



7—Along Apache Blvd looking East



8—Along Apache Blvd looking West



9—NEC looking North



10—NEC looking South



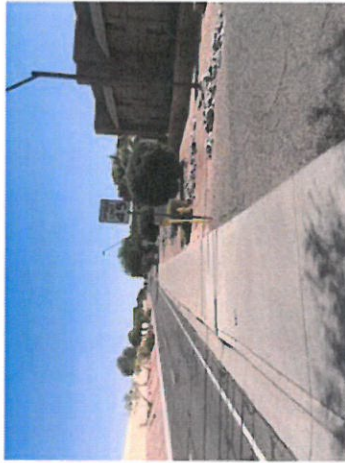
11—NEC looking East



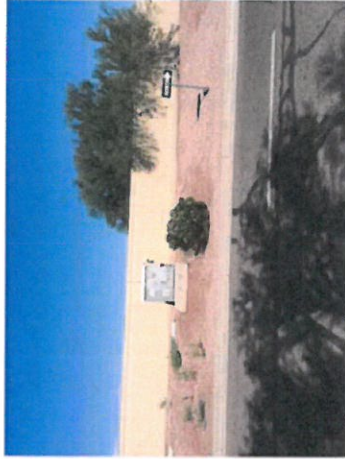
12—NEC looking West



13—SEC looking North



14—SEC looking South



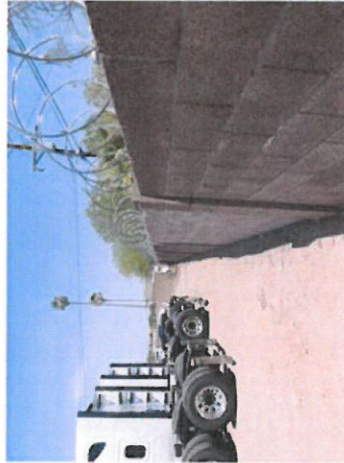
15—SEC looking East



16—SEC looking West



17—Along South property line looking East



18—Along South property line looking West



19—Along South property line looking West



20—Along South property line looking East over fence



21—Along South property line looking West over fence



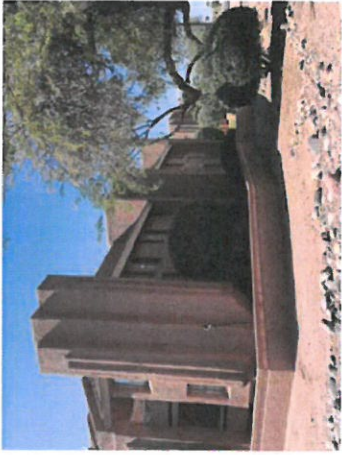
22—SWC looking West over fence



23—Along West property line looking North over fence



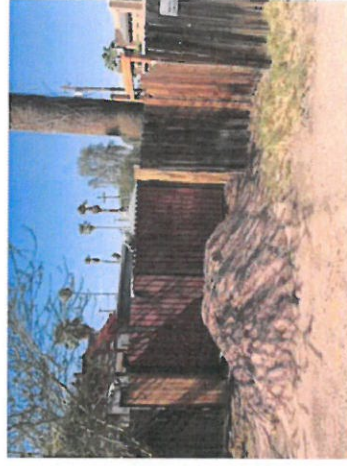
25—South of Site along Price looking West



26—NWC Wildermuth & Price looking North



27—along Wildermuth looking North



28—along Wildermuth looking North



29—along Wildermuth looking North



30—along Wildermuth looking North



31—along Wildermuth looking North



32—along Wildermuth looking South



33—along Wildermuth looking West

EXECUTIVE SUMMARY

This report documents a traffic impact study prepared for the proposed Metro 101 mixed-use multi-family development to be located in the southwest corner of Price Road and Apache Boulevard in the City of Tempe, Arizona. The development is proposed with 202 multi-family units and 2,269 square feet of retail/commercial/office space. CivTech Inc. has been retained to complete a traffic impact study for the proposed development during the planning process.

The purpose of this study is to address traffic and transportation impacts of the proposed development on the surrounding streets and intersections. This was prepared to standard criteria set forth by the City of Tempe in their *Guide for the Preparation of Transportation Impact Studies*, updated 05/2014. The specific objectives of the study are:

1. Evaluate lane requirements on all existing roadways and at all existing intersections within the study area.
2. Determine future level of service for all proposed major intersections within the study area and recommend any capacity related improvements.
3. Determine necessary lane configurations at all major intersections within the proposed development to provide acceptable future levels of service.
4. Evaluate the need for future traffic control changes within the proposed study area.
5. Evaluate the need for auxiliary lanes at stop and signal controlled intersections.

This study evaluates the existing year (2016) and opening year (2017). The following conclusions and recommendations have been documented in this study:

General

- The proposed Metro 101 mixed-use development will be located in the southwest corner of Price Road and Apache Boulevard in the City of Tempe, Arizona. The project is proposed with 202 dwelling units with a young professional targeted demographic. The project will also include 2,269 square feet of mixed uses consisting of retail and/or office space.
- Per the site plan, two access points are proposed. Access A is a right-in/right-out driveway proposed on Apache Boulevard approximately 500-feet west of Price Road (SB). 130 feet to the east of the existing driveway for Haji-Baba International Food. With the proposed development, Access A will replace all existing driveways on Apache Boulevard. Access B is a right-in/right-out only driveway proposed on Price Road approximately 275-feet south of Apache Boulevard (centerline to centerline) and approximately 25-feet south of the existing driveway on Price Road which will be removed. The Arizona Department of Transportation (ADOT) has approved the location of Access B with the addition of a deceleration lane.
- The existing study intersections operate at an acceptable level of service (LOS D or better) under the existing lane configurations and traffic controls.

- The developer plans to construct a southbound deceleration lane on Price Road as requested by ADOT. The turn lane will provide 85 feet of storage with a 90-foot taper.

Horizon Year 2017

- At full build-out, the proposed Metro 101 development is anticipated to generate 1,726 weekday daily external trips with 107 occurring in the AM peak hour and 156 occurring in the PM peak hour.
- The 2017 Synchro analysis results reveal that all study intersections and access points will operate at an acceptable level of service (LOS D or better).
- The eastbound right-turn volume on Apache Boulevard at Access A is anticipated to be 8 vph during the AM peak hour and 32 vph during the PM peak hour. The right-turn volume into Access A on Apache Boulevard does not meet the threshold volume of 40 vehicles per hour (vph) for a right-turn deceleration lane.
- The southbound right-turn volume on Price Road at Access B is anticipated to be 11 vph during the AM peak hour and 41 vph during the PM peak hour. The developer plans to construct a southbound deceleration lane on Price Road as requested by ADOT. The turn lane will provide 85 feet of storage with a 90-foot taper.

NEIGHBORHOOD MEETING SUMMARY

On November 9, 2016, Huellmantel & Affiliates hosted its scheduled neighborhood meeting at the Apache Police Substation, located at 1855 East Apache Boulevard in Tempe, Arizona, to discuss the Meyer Development & Construction Services, Ltd requests for a Zoning Map Amendment, PAD Overlay and Development Plan Review for the property at the southwest corner of Apache Boulevard and Price Road. Representatives from Huellmantel & Affiliates arrived at approximately 4:45 p.m. to set up exhibits for the meeting, and representatives from Meyer Development arrived at approximately 5:30 p.m. Karen Stovall from the City of Tempe arrived at approximately 5:50 p.m.

The attendees of the neighborhood meeting started to arrive at approximately 6:00 p.m. and included Toby Campbell from Commercial Property Inc., and Shane Benjamin and Ryan Kay from Insignia Commercial, the property's brokerage and financial companies. Charles Huellmantel discussed the project with Mr. Campbell and explained the site landscaping, architecture and overall attributes. No additional members of the public attended the neighborhood meeting.

Karen Stovall adjourned the meeting at 6:20 p.m. Huellmantel & Affiliates cleared the room and left at approximately 6:45 p.m.

CVAC SUMMARY

Huellmantel & Affiliates along with Meyer Development met with Citizens for a Vibrant Apache Corridor (CVAC) on Wednesday, October 12, 2016 to discuss the proposed Metro 101 development at CVAC's already scheduled neighborhood meeting. The CVAC meeting was attended by DRC Commissioner Phil Amorosi, Matthew Salenger and members of CVAC. Charles Huellmantel of Huellmantel & Affiliates discussed the proposed Metro 101 development and received the following comments from the attendees:

The neighbors expressed support for Tempe Crime Free Multi-Housing and requested that the project be included in the program. They also asked questions about water retention, which has been addressed through the Preliminary Grading and Drainage, and they were also concerned with the separation between the building and sidewalks on Apache Boulevard. CVAC also questioned why Meyer Development would not use solar on their project and wanted a better understanding of the pool layout. They also asked if the project would accept HUD vouchers.